THE EVENING TELEGRAPH.

VOL. VII.—No 38. PHILADELPHIA, TUESDAY, FEBRUARY 19, 1867. DOUBLE SHEET—THREE CENTS.

MEXICO.

Fighting Going On in the Interior—Miramon Whipped by Escobedo—Anxiety to Leave the Capital, Etc.

MATAMORAS, February 9.—Official information of the fight between the Liberals, under General Escobedo, and the Imperialists, under General Miramon, has reached here. It is contained in the official report of Escobedo to the Minister of War and Marine, a copy of which was forwarded to General Berriozabal. The report is dated at the Hacienda de San Jacinto, January 31, 1867, 3 P. M., and says that at 10 A. M. he came upon the rearguard of the enemy, with whom he exchanged several cannon shots.

The Imperialists retreated in confusion four leagues, when a sudden charge of cavalry completed the rout. The Liberals captured a number of prisoners, all the Imperial artillery, ammunition trains, equipage, and all they had. The pursuit continued up the hour the report was written, when Escobedo ordered a halt to rest his troops. Trevino and Martinez meanwhile continued the pursuit with two columns of cavalry. The object was to overtake Miramon, who had left San Jacito precipitately on the approach of the Liberal troops

San Jacinto is about seventy miles from Zacatecas, on the direct road to San Luis. It is probable, therefore, that after his occupation of the former city Miramon had started towards San Luis, and, meeting the Liberals in force, was compelled to fall back possibly to form a junction with Severo Castillo, who, according to previous accounts, was moving on another road.

It is evident from the tenor of the despatch that the engagement was little more than a skirmish with the rearguard. Upon the arrival of the news here the bells were rung and guns fired in honor of the event.

MATAMORAS, February 13.—Advices have been received here from San Luis Potosi to the 4th instant, and from Monterey to the 11th instant. The victory of General Escobedo over Miramon is confirmed, and the Minister of State has sent the thanks of President Juarez to General Escobedo for this complete triumph.

A large portion of the Imperial force was captured, and the balance have scattered through the country. Five hundred prisoners had arrived at General Escobedo's headquarters. On the side of the Imperialists there was a large number of killed and wounded, most of whom were foreigners. The loss in killed, wounded, and missing on the Liberal side was slight.

General Escobedo captured twenty pieces of artillery and fifty wagons loaded with arms and ammunition, and the Governor of San Luis has received information that Miramon fled so suddenly that he left his private carriage, containing twenty-five thousand dollars in silver.

The Liberal cavalry are still scouting through the country.

The battle commenced at San Diego, and continued on to San Francisco, where a sudden charge of cavalry decided the day.

Juarez had returned to Zacatecas, and expected to return to San Luis Potosi very soon.

General Escobedo was about to turn his attention to General Castillo, who is the only Imperial chief now left with any force. Other reports state that Castillo had retreated to Queretaro, and that Miramon had fled in the same direction.

General Lew Wallace has arrived here. He states that the victory achieved over Miramon was complete; that the latter was wounded, and that he had escaped only with the greatest difficulty.

General Auza, who occupied Zacatecas, has joined Escobedo with his brigade, and the intention is to march on Queretaro.

An officer left Monterey on the 10th instant to obtain instructions from Juarez in relation to the exchange of prisoners now on the French man-of-war Hlegethon at Brazos.

Ortega and Patoni were expected at Saltillo on the 11th.

MATAMORAS, February 15.—Monterey advices to the 8th instant have been received. Nothing further is known in regard to the fighting between Escobedo and Miramon. Private letters from San Luis of the 30th ult. state that Castillo is marching on that city. Large numbers of people are moving towards Saltillo and Monterey to avoid the perils of war. Little importance is attached here to the reported fight. Miramon levied a forced loan in Zacatecas.

Da Prensa of Guadalajara, of the 23d ultimo, says Miramon recently executed the imperial chiefs, Forago, Pazy, Puente, Bulnes, Brissac, Adolph, and others, for conferences with the Liberals.

Regules occupied Falcon on the 5th ultimo, after six hours' fighting, and captured the artillery and munitions of war.

First Naval Fight Between the Liberals and Imperials—Liberals Totally Defeated Off Campeachy, Etc.

The Imperial squadron, composed of the following small vessels:—Oriente, 3 guns; Merida, 1 gun; Campeachy, 1 gun; Conchita, 2 guns; Industria, 2 guns; Gloria, 1 gun; and Leonor, 1 gun; started on the 20th of January from the Bay of Campeachy to attack the Liberal squadron of four boats, off the bar of San Francisco.

The crews of the Imperial squadron amounted to seventy men. After a lively exchange of shots, during which two pieces of the Imperials were dismounted, the signal was given to close in and board the Liberals. Numbers of the latter jumped overboard and swam for the shore.

The Imperials captured four armed boats, several transports, one of which is a schooner, a considerable amount of ammunition and arms, with twenty-six prisoners. The Imperials lost nothing. Several Liberals were killed and wounded, and quite a number were drowned in the fight.

Don Basilio Galindo, commander of the Liberal squadron, was taken aboard the Industrie. He was the last to leave his vessel. The Imperial commander, Don Juan Cimiano, pays a high compliment to the valor and intrepidity of his command.

—An educational writer of some repute a half a century or more ago, Mr. Joseph Guy, died recently at the age of eighty-three. He was the author of a spelling book and a geography which bore his name, and which, especially the last, have long since been out of date. It recognized at the time of its publication, a paragraphist says, but half the States of North America, was curiously reticent about Australia, and gave less information about Asia than Marco Polo or Bushequins.

THIRD EDITION

FROM WASHINGTON THIS P. M.

The President Signs the League Island Bill.

Etc., Etc., Etc., Etc., Etc., Etc.

[SPECIAL DESPATCHES TO EVENING TELEGRAPH.]

WASHINGTON, February 19.

Approval of the League Island Bill.

The President has approved of the bill authorizing the Secretary of the Navy to accept League Island, in the Delaware River, for naval purposes, and to dispense with and dispose of the site of the existing Navy Yard at Philadelphia.

Prize Money.

The President also signed a bill authorizing the payment of prize money to officers and enlisted men of the Signal Corps of the army who performed duty under Admiral Farragut, while the fleet engaged in action in Mobile Bay, on the 5th of August, 1864.

Also, a supplementary act to prevent smuggling, which authorizes the Secretary of the Treasury, in his discretion, to make such regulations as shall enable vessels engaged in the coasting trade between ports and places upon Lake Michigan exclusively, and laden with American productions and free merchandise only, to unload their cargoes without previously obtaining a permit to unload.

Released on Bail.

Yesterday Leonard Huyck, Esq., late President of the Merchants' National Bank of this city, who has been confined in the County Jail on the charge of embezzling the funds, was released on giving bail in the sum of $35,000.

Honors to the Memory of Professor Bache.

The Secretary of the Treasury has issued a circular stating that, in the death of Professor Bache, the Department mourns the loss of one of its most valuable and highly-cherished officers, and after giving a brief history of his useful life, directs, as a tribute to his memory, the Coast Survey Office to be draped in mourning and closed on the day of his funeral.

The City Councils have passed a resolution of respect to the memory of Professor Bache.

XXXIXth CONGRESS.

SECOND SESSION.

The Senate Military Reconstruction Bill.

House of Representatives Rejects It.

Important Proceedings This Afternoon.

Etc., Etc., Etc., Etc., Etc., Etc.

House of Representatives.

WASHINGTON, February 19.—The House met at 11 o'clock, with a full attendance of members and crowded galleries. The proceedings were opened with prayer by the Rev. Mr. Boynton, the Chaplain, in which, after allusion to the various propositions of reconstruction, that were pending, he said that one must be better than the rest, and suggested that that one should be indicated by Divine Providence, who only knows what measure is best. He expressed the hope that there would be mutual concessions among all the friends of the right lest the enemies of the right might have occasion to rejoice.

The journal of yesterday having been read Mr. Banks (Mass.) asked leave to introduce a joint resolution directing the Secretary of the Navy, on the application of the contributors, to assign one of the vessels of the United States for the transportation of supplies of food and clothing to Charleston, Savannah, and Mobile, for the use of that portion of the people of the Southern States as may be suffering from failure of the crops, or other causes, under such regulations as may by the Secretary of the Navy be prescribed.

Mr. Spalding (Ohio) objected to the introduction of the joint resolution at this time, lest it might give rise to debate.

The Speaker presented a communication from the Secretary of the Interior, in answer to the House resolution of the 15th of February, relative to the rules by which the beginning point of the claim of the Union and Central Pacific Railroads were ascertained.

The House proceeded to the consideration of the act for the more efficient government of the Rebel States, the Speaker stating the order of the pending questions as being first on the motion of Mr. Spalding, that the House concur in the Senate amendment; and second, on the motion of Mr. Stevens, that the House non-concur.

Mr. Stevens asked whether, if the House refused to concur, that did not leave his motion to non-concur, and for a Committee of Conference agreed to.

The Speaker replied in the negative. The motion would have to be put on asking for a Committee of Conference, because if the House non-concurred, and the bill went back to the Senate, the Senate might recede from its amendment, and there would be no need of a Committee of Conference.

Mr. Eldridge (Wis.) moved that the whole subject be laid on the table.

Mr. Ashley (Ohio) suggested that it was the unanimous agreement of the House last night that the vote should be taken this morning without any dilatory motions.

The Speaker did not regard the motion to lay on the table as a dilatory motion. If so, he could not entertain it.

Mr. Eldridge withdrew the amendment.

Mr. Stokes (Tenn.) asked unanimous consent to read a telegram which he had just received from Tennessee.

Mr. Spalding and a number of Democrats instantly rose and objected.

Mr. Stokes tried to say that he wanted to show what the loyal men could do when they had the control of the Government, but his voice was drowned in a tumultuous call to order.

The telegram which Mr. Stokes wanted to read, was as follows:—

Messrs. Stokes, Fowler, Arnell, Caufield, Wadington. The Negro-Suffrage Bill is now a law. Passed the Senate by ayes, 14, nays, 7.

The House proceeded to vote on the question of concurrence, and the motion was negatived, yeas 73, nays 98, the Democrats mostly voting in the negative. So the amendment was non-concurred in, and then the resolution for a Committee of Conference was agreed to, without a division.

EUROPE TO-DAY.

By Atlantic Submarine Telegraph Cables

THE FENIAN OUTBREAK.

Earl Derby Officially Announces the Danger Has Passed.

Troops are Still Sent to Ireland.

Etc., Etc., Etc., Etc., Etc., Etc.

LONDON, February 19—Noon.—None of the armed Fenians in Kerry county have been captured; but they have all disappeared. The Irish peasantly are perfectly willing to give any intelligence; but they object to assist in the arrest of their countrymen.

Three British ships of war are riding at anchor in Kenmare river, to awe the people into obedience, and service if need be.

Earl Derby, the first Lord of the Treasury, says officially that the alarm has passed, and that all the peasants are loyal.

The Government will treat the prisoners justly, and if need be severely.

The Irish Secretary, Lord Naas, says that no new rising of Fenians is apprehended. There were only 120 engaged in the late revolt.

Notwithstanding these denials the Government is still sending troops to Ireland. The Lancers and Guards have received orders to depart immediately.

LIVERPOOL, February 19—Noon.—The Cotton Market is quiet and unchanged; the sales will reach 8000 bales; Middling Uplands, 14d.

Breadstuffs steady. Corn, 39s. 3d.; Wheat, 13s. 6d. for California. Provisions generally firm. Lard has declined to 30s.

LONDON, February 19—Noon.—Consols, 91; Erie Railroad shares, 39¼; United States Five-twenties, 74; Illinois Central, ex div., 77¾.

FROM BALTIMORE TO-DAY.

Party Split in the Maryland Legislature—Baltimore to Have Sunday Cars, Etc.

[SPECIAL DESPATCH TO THE EVENING TELEGRAPH.]

BALTIMORE, February 19.—There is much wrangling in our State Legislature, and there ore indications of a disastrous split in the conservative party, through efforts to get up a new State Consitution, which will be finally defeated by a want of harmony.

A bill has passed the House of Delecates to allow the city passenger cars to run on Sunday in this city. Business is dull. The ice is all gone.

Arrest of a Supposed Murderer.

LAWRENCE, Mass., February 19.—The inquest in the case of Ingalls Damon, the old man whose remains were found in the ruins of his barn, which was burned on Wednesday evening, was concluded on Saturday, February 16, and resulted in the arrest of Edward P. Hinman, the husband of Damon's daughter, on suspicion of having caused the death of the old man.

The Fenian Excitement.

BOSTON, February 19.—The Fenian excitement in this vicinity continues unabated, notwithstanding the fact that the cable despatches announce that the outbreak has been suppressed in Ireland, the Fenian leaders attaching but little importance to cable news.

Verdict of a Jury.

PORTLAND, February 19.—The jury in the case of Charles F. Spear found a verdict of guilty of murder in the second degree. The Coroner's inquest at Bethel, in the case of Harriet E. Noyes, gave the verdict of death from natural causes, as no trace of poison could be detected.

Charter Election at Saco, Maine.

PORTLAND, Me., February 19.—The town of Saco voted yesterday to accept the city charter, by twenty-one majority. The whole vote was nine hundred and nine, which fact caused considerable excitement.

Arrival of the Steamer St. George.

PORTLAND, February 19.—The steamer St. George, from Glasgow with dates to the 23d, and Greenock to the 24th ult., arrived here this morning.

Markets by Telegraph.

NEW YORK, February 19.—Cotton dull at 35½@33c. Flour active, the market without decided change; sales of 6500 bbls. State at $8·60@11·40; Ohio, $10·60@12·85. Wheat dull and lower, and quotations are nominal. Corn dull and declining. Oats quiet and unchanged. Pork quiet. Bacon heavy at 11@12½c. Whisky quiet and steady.

—That excellent Scandinavian scholar, Mr. Benjamin Thorpe, has lately published the second and concluding part of his translation of "The Edda of Sœmund the Learned." This finishes the heroic division of the poem, as the first part did the mythological division, and gives us a glimpse of the men and days of old, which, for its savagery, ought to delight the soul of Carlyle. Mr. Thorpe is said to have thoroughly caught the old Norse spirit and manners. His version, which is semi-rhythmical prose, is the only complete one that we possess.

—A Chrestomathie of Old French from the Eighth to the Fifteenth century was lately published at Leipsic, by Karl Bastch, who is said to be a sound scholar in old French.

—Mr. W. G. Wills, an able but disagreeable writer, formerly Mr. Dickens' working editor, is about to publish a new novel, with the startling title, "The Love that Kills."

—A pamphlet volume of letters from Beethoven to the Countess of Erdodz, and another lady whose name is not given, has just appeared at Leipsic.

—John Ruffini, the author of "Dr. Antonio," and other works of fiction, has a new book nearly ready, entitled "A Quiet Nook."

—Mr. Percy Fitzgerald, a literary man of all work, has a new novel in the press, entitled "Seventy-one Brook Street."

FINANCE AND COMMERCE.

OFFICE OF THE EVENING TELEGRAPH,
Tuesday, February 19, 1867.

There was rather more disposition to operate in stocks this morning, and prices were firmer. Government bonds continue in good demand at an advance. July, 1865, 5-20s sold at 106, a slight advance; 1862 5-20s at 110½, an advance of ⅛; and 1865 5-20s at 108, an advance of ¼; 101½ was bid for 10-40s: 109½ for 6s of 1881; and 105⅞ for August 7·30s. City loans were unchanged; the new issue sold at 101@101¼, and old do. at 96½.

Railroad shares were inactive. Reading sold at 51 94-100@52, a slight advance on the closing price last evening; Camden and Amboy at 130, no change; Pennsylvania Railroad at 56¾, no change; and Philadelphia and Erie at 29, no change; 56½ was bid for Minehill; 62 for Lehigh Valley; 30 for Elmira common; 32 for preferred do; 13 for Catawissa common; 30 for preferred do; 54 for Philadelphia and Baltimore; and 46 for Northern Central.

City Passenger Railroad shares were dull and unsettled. Thirteenth and Fifteenth sold at 20, a decline of 1, and Ridge Avenue at 13½, no change; 40 was bid for Fifth and Sixth; 67 for Tenth and Eleventh; 31 for Spruce and Pine; 47¾ for Chesnut and Walnut; 71¼ for West Philadelphia; 14 for Hestonville; and 40 for Union.

Bank shares were firmly held at full prices. Philadelphia sold at 153; and Mechanics' at 33½. 106 was bid for Sixth National; 103 for Seventh National; 153 for Farmers' and Mechanics'; 102 for Northern Liberties; 100 for Southwark; 100 for Kensington; 58 for Penn Township; 93 for Western; 100 for Tradesmen's; 68½ for City; 43 for Consolidation; and 124 for Central National.

Canal shares were rather dull. Morris Canal preferred sold at 121, no change; 22¾ was bid for Schuylkill Navigation common, 32½ for preferred do.; 54¼ for Lehigh Navigation; 13½ for Susquehanna Canal; 54¾ for Delaware Division; and 53½ for Wyoming Valley Canal.

Quotations of Gold—10½ A. M., 136¼; 11 A. M., 136⅞; 12 M., 137; 1 P. M., 136¾, an advance of ¾ on the closing price last evening.

PHILADELPHIA STOCK EXCHANGE SALES TO-DAY
Reported by Dehaven & Bro., No. 40 S. Third street

FIRST BOARD.

$2500	5-20s '65..Jy..Reg..	106	200 sh	Read R..........c..	51·94
$1500	do'62..Cp......	110⅞	100	do.........b30..	52
$500	do...'65.........	108	100	do.........s5..	52
$1000	do...'65......c..	108	100	do. s5wn.int	52
$4000	City 6s, New.......	101½	5	do............	51·94
$2000	do..........ls.	101	100	do........s10..	52
$100	do.. New......	101	500	do.........s5..	52
$100	do..New......	101	10 sh	Morris Cl Pf.....	121
$1000	do.. New......	101	122	do...stock..	75
$1000	Leh Val bs.........	96	9 sh	Cam & Am...ls..	130
$1000	Sch Nav 6s, '82...	79	170 sh	Penna R......b5..	56¾
$3000	do.......ls.b5..	79	74	do..........ls..	56¾
$000	Union Cl Bs....2d.	23½	200 sh	Fulton C......ls..	5½
$000	do..........2d..	23½	30 sh	Wash Gas.....ls..	26
8 sh	Ridge Av R......	13½			

—Messrs. De Haven & Brother, No. 40 South Third street, report the following rates of exchange to-day at 1 P. M.:—American gold, 136¾@137¼; Silver ¼s and ½s, 131; Compound Interest Notes, June, 1864, 17¼; do., July, 1864, 16¾; do., August, 1864, 16½; do., October, 1864, 15⅞; do., December, 1864, 14¼; do., May, 1865, 12; do. August, 1865, 11; do., September, 1865, 10¾; do. October, 1865, 10½.

—Messrs. William Painter & Co., bankers, No. 36 South Third street, report the following rates of exchange to-day at 12 o'clock:—U. S. 6s, 1881, coupon, 109¾@109⅞; U. S. 5-20s, coupon, 1862, 110¾@111; do., 1864, 107¼@107¾; do., 1865, 108@108¼; do. new, 105¾@106¼; 10-40s, coupon, 101½@101¾; U. S. 7·30s, 1st series, 105¾@106¼; do., 2d series, 105¾@105⅞; 3d series, 105¾@105⅞.

Philadelphia Trade Report.

TUESDAY, February 19.—The depression which has characterized the Flour Market for some time past still continues, and prices, although quotably the same, favor buyers. There is no demand except from the home consumers, who cannot be prevailed upon to purchase more than they want for immediate use. Sales of 800 barrels, chiefly Northwestern extra family, at $11@12·50, including Pennsylvania and Ohio do. do., at $11·70@15·50; extra at $9@10·50; superfine at $8@8·75; and fancy brands at $14·50@16·50, according to quality. Rye Flour is selling in a small way at $7@7·25. Prices of Corn Meal are entirely nominal.

There is no new feature to present in the Wheat Market, the demand being entirely confined to prime lots, which are scarce, and held firmly. Sales of Pennsylvania red at $2·65@3, and 3500 bushels California at $3·25, including 1000 bushels on private terms. White ranges from $3·20 to $3·35. Rye is quiet, with small sales at $1·32@1·36 for Western and Pennsylvania. There is less Corn offering, and holders are firm in their views. Sales of 3000 bushels new yellow at 98@99c. Oats are dull. Sales of 2000 bushels at 56@57c.

Prime Cloverseed is in fair demand, but other descriptions are not wanted. Sales of 150 bushels at $8@8·50 ℔ 64 pounds. A small lot of Timothy was taken at $3·75. Flaxseed is steady at $3@3·05.

Nothing doing in Whisky, and prices are nominal.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Third Page.

CLEARED THIS MORNING.

Schr F. St. Clair Edwards, Ireland, Cienfuegos, D. S. Stetson & Co.
Schr J. M. Flanagan, Shaw, Carribean, S. & W. Welsh.
Schr C. Kienzle, Woodruff, Mobile, Bulkley & Co.
Schr L. & L. Reed, Steelman, Boston, D. S. Stetson & Co.
Schr A. Bartlett, Bartlett, Charleston, do.
Schr S. Castner, Jr., Robinson, do. do.
Schr Sydney Price, Stevens, do. do.
Schr Julius Webb, Knapp, Norfolk, Audenried, Norton & Co.
Schr Clara, Barrett, Boston, Caldwell & Co.
Schr J. D. McCarthy, Simpson, Richmond, W. H. Johns.
Schr Emma Bacon, Case, Boston, A. S. Hughes.

ARRIVED THIS MORNING.

Ship Polar Star, West, from Boston, in ballast to Workman & Co.
Br. ship Morning Star, Coalfleet, from New York, in ballast to L. Weiergand & Co.
Br. brig J. Coffill, Coffill, 17 days from Cienfuegos, with sugar and molasses to Madeira & Cabada.
Brig James Baker, Thompson, from Charleston, with cotton and railroad iron to Lathbury, Wickersham & Co.
Brig C. H. Kennedy, Merriman, 10 days for Portland, with mdse. to C. C. Van Horn.
Schr Pathway, Compton, 10 days from Charleston, S. C., with mdse. to captain.
Schr George Taulane, Steelman, 40 days from Jacksonville, Fla., with lumber to E. A. Souder & Co.
Schr S. A. Hammond, Paine, 6 days from Boston, with mdse. to Mershon & Cloud.
Schr A. Bartlett, Bartlett, 6 days from Boston, in ballast to captain.
Schr L. & M. Reed, Steelman, 6 days from Boston, in ballast to captain.

Correspondence of the Philadelphia Exchange.

LEWES, Del., February 17—6 P. M.—Ship Adele, from New York, has arrived at the Breakwater. Several barques and brigs went to sea this afternoon, but I could not get their names. Steamtug W. Parks, from Philadelphia, is at the Breakwater, and will leave in the morning for Philadelphia, with ship Morning Star. JOSEPH LAFETRA.

MEMORANDA.

Ship W. J. Hatfield, for Philadelphia 9th, at Liverpool 2d inst.
Ship Weltville, Hughes, for Philadelphia 9th, at Liverpool 2d inst.
Schrs A. Flanagan, Corson, and John Johnson, McBride, for Philadelphia, were loading at Trinidad 5th inst.
Schr Prince Consort, McDonald, hence, at Kingston, Ja., 28th ult.
Schr Mary D. Ireland, Ireland, for Philadelphia, sailed from Providence 16th inst.

DOMESTIC PORTS.

NEW YORK, February 18.—Arrived, steamship Prometheus, Beckett, from Galveston.
Steamship Carroll, Hudgins, from Charleston.
Steamship Albemarle, Bourne, from Richmond.
Ship Villafranca, Urquehart, from London Dec. 17.
Ship Athena, Wark, 42 days from Bremen.
Barque Teesdale, Scarro, from Penang Nov. 1.
Barque Estelle, McCullough, 47 days from Liverpool.
Barque Aeolus, Knudsen, from Malaga Dec. 23.
Brig Angela, Leighton, from St. Jago de Cuba.
Brig John G. Johnson, from Nassau.
Schr Ontara, Huntley, from Morant Bay, Ja.
Schr Ocean Queen, Jones, from Antigua.
Schr Mabel Hall, Hall, from Aux Cayes.
Schr J. N. Baker, Adams, from Galveston.
Schr H. Thomas, Robinson, from St. Marks.

PENNSYLVANIA RAILROAD COMPANY.

Annual Meeting of the Stockholders This Morning—Interesting Proceedings—Report of the Directors, Etc.

The annual meeting of the Stockholders of the Pennsylvania Railroad was held at 10 o'clock this morning, at the Board of Trade Rooms, Chesnut street, above Fifth.

Hon. Morton McMichael was called to the chair, and Edmund Smith, Esq., elected Secretary.

The annual report of the Directors, which we here present, was then read by the Secretary.

It was moved that the report be accepted, and referred to the incoming Board.

Colonel Page rose to offer an amendment. If the report be accepted, it would follow that the meeting would adopt the resolutions affixed, to which he was opposed. At the last annual meeting, 20th February, 1866, he was present, but it was impossible for him to address the meeting, as he desired.

At the last meeting there was not a word said about the increase of the stock, although it was in contemplation. The Directors went to the Legislature and asked for permission to issue 200,000 shares of stock, more than fifty thousand over the original stock.

They found it was necessary to borrow more, and through Mr. Cuyler they applied to the agent of an English house for half a million sterling. The agent was willing to loan it if they had the power to borrow it. It was questionable whether the money could be borrowed. The agent not being satisfied, would not hand the money over.

What is the purpose of giving you any report? If these Directors are sustained, you might as well go home, and give no thought to your stock in this Company, and let them do with it just as they please, for this is exactly what they want you to do.

The speaker then read the following:—

Resolved, That the Report be referred to a special Committee of seven stockholders for examination, and that the said Committee be further specially authorized and directed to examine into a report upon the expediency of issuing additional stock and borrowing more money, and, further, to examine into and report upon the operations and workings of the system of discriminative free passes, and of private freight expresses, and to what extent the officers and employes are interested in the last, and the effect they have had, and still have, upon the earnings of the road and the rights and interests of the stockholders, with power to send for persons and papers, and report the result of their investigations to a special meeting of the stockholders to be called by the Chairman of this meeting whenever the said committee is prepared to make said report, the Board of Directors, in the meanwhile, to cause the annual report to be printed for the information of stockholders.

Mr. Cuyler said he accepted the challenge which Mr. Page had made to him. He begged leave to say that he was not the obliged party in this company. He trusted by that same little effort he had made that he was capable of rising above any petty thing which had been attributed to him.

Colonel Page made a few remarks, in which he stated that he thanked God the free-pass system had been abolished to a great extent.

Mr. Kennedy—The question of policy is one by itself now, and ought to be decided. The retention of earnings is a necessity. Unless the meeting to-day approve of the policy, the Board of Directors will be under the necessity of obtaining the power to borrow money. The amendment was adopted.

It was moved that the meeting adjourn to meet on the last Tuesday in April. Carried.

TWENTIETH ANNUAL REPORT.

PHILADELPHIA, *February* 19, 1867.

To the Stockholders of the Pennsylvania Railroad Company.

The following statements will exhibit the financial condition of the Company on the 1st of January last, and the earnings and expenses of your railroads and canals during 1866.

DR.

To Capital Stock		$20,000,000·00
To First Mortgage 6 per cent. Bonds		4,980,000·00
To Second " " " "		4,904,840·00
To Lien of State upon the public works sold to this Company, bearing 5 per cent		6,600,000·00
To Short Bonds, or Debentures, 6 per cent.		1,554,015·75
To Mortgages and Ground Rents, 6 per cent		170,184·32
To Bills and Accounts payable, including dividends due to Stockholders unpaid		3,062,144·45
To Extra Dividend Fund		1,110,000·00
To Contingent Fund		1,000,000·00
To Harrisburg and Lancaster Railroad Company's Stock		1,182,550·00
To Harrisburg and Lancaster Railroad Company's Bonds		700,000·00
To Balance		870,415·02
Total		$46,134,149·54

CR.

By Balance standing on the Books of Company for the construction of the Railroad between Harrisburg and Pittsburg, including Branches to Indiana and Hollidaysburg (in all 276 miles), also for Cost of Stations, Warehouses, Shops and Shop Machinery, on the whole road from Philadelphia to Pittsburg	$13,500,000·00	
By cost of Harrisburg and Lancaster Railroad, when delivered to this Company, including Branch to Columbia (in all 55 miles)	1,882,550·00	
By balance standing on the Books of the Company, for the purchase of the Philadelphia and Columbia Railroad and the Pennsylvania Canals	6,600,000·00	
By balance standing to debit of Equipment of Road, consisting of 422 Locomotives, 240 Passenger Cars, 103 Baggage, Mail and Express Cars 6,983 Freight Cars, and 923 Road Cars	3,371,214·93	
By cost of Real Estate of Company and Telegraph Line	3,421,480·91	
By extension of Pennsylvania Railroad to the South Bank of the Monongahela and to the Delaware River, including Wharves and Grain Elevator	2,121,157·77	30,896,403·61
To 14,533 Shares Harrisburg and Lancaster Railroad Stock		726,650·00
To Western Pennsylvania Railroad Stock and Bonds		182,450·00
To Cost of First and Second Mortgage Bonds, Pittsburg and Steubenville Railroad Company		788,205·20
To Steubenville and Indiana Railroad First Mortgage Bonds, owned by Company		1,262,631·52
To Philadelphia and Erie convertible 7 per cent Bonds (the remainder of the $3,000,000 loan being in Sinking Fund)		439,000·00
To amount of other Bonds and Stocks of Municipal and Railroad Corporations		1,570,342·74
To Cost of Bonds and Stocks in Sinking Fund		1,996,367·68
To Amount of Fuel and Materials on hand for repairs to Locomotives, Cars, and Maintenance of Way on Pennsylvania Railroad		1,378,464·10
To Amount advanced to pay for Fuel and Material on hand for repairs to Locomotives, Cars, and Maintenance of Way for Philadelphia and Erie Railroad		449,220·39
To Amount advanced to operate Philadelphia and Erie Railroad		725,130·20
To Amount of Bills and Accounts receivable and Amount Due from other Railroads		4,148,863·98
To Balance in hands of Agents		577,018·89
To Balance in hands of Treasurer, including $[illegible] U. S. 5-20s		1,043,241·46
		$46,134,149·54

The shareholders will perceive by comparing the above items with their cost, as shown in previous reports, that in addition to the payment of dividends upon your *original* investment, equal to 46 per cent. above legal interest, the cost of your Road from Philadelphia to Columbia has been reduced $900,000, and from Harrisburg to Pittsburg, $6,426,855, from the surplus profits of the Company; and the Equipment of the Line, which has cost $10,603,559·55, is now represented at $3,371,214·93.

The Sinking Fund, which cost $1,996,367·68, it is believed is ample, with its accruing income, to take up at maturity the debt of the Harrisburg and Lancaster Railroad Company, the Second Mortgage Bonds of this Company, and still leave in it all the stocks that it is important that this Company should retain for the security of its traffic. This conservative policy has been pursued in view of the adventitious character of the traffic of the line during the past five years, and for the purpose of giving to the Company a financial strength which will render the continuance of its dividends certain, independent of the action or policy of rival lines.

The Company has been placed in this strong position while it has, at the same time, to a larger extent than any other corporation of the kind, promoted the development of the interior of the Commonwealth by aiding the completion and extension of other railroads, where private capital would not incur the risks of such investments.

The Pennsylvania Railroad was commenced under the sanguine hope that it could be completed and equipped *without* incurring *a debt*. The efforts of the Company in this direction, in view of the great abuse that had attended the financial operations of the earlier corporations of this State, were eminently wise, and worthy of an earnest effort to carry them into effect. But after some years of persistent labor, it became evident that the enterprise was too great for the local capital of this city, without submitting to a delay in its completion which neither the commercial prosperity of Philadelphia nor the interest of the shareholders of the Company would justify. This policy was therefore abandoned for one which limited the mortgage indebtedness of the Company to its *capital stock*.

At the commencement of its work, the views of the Company extended only to the construction of a railway between Harrisburg and Pittsburg. But in operating such a line in connection with the uncertain and frequently adverse management of the Philadelphia and Columbia Railroad, under the State authorities, it became evident that it must fail to meet the just expectations of its projectors, unless an independent connection could be made with its commercial depot, or a lease or purchase of the existing lines effected. After many abortive efforts, this object was accomplished by a lease of the Harrisburg and Lancaster Railroad, and the purchase of the State improvements at a high price, but upon a satisfactory credit. The great point, however, of securing harmonious action throughout the line, from Philadelphia to Pittsburg, was accomplished, which at once imparted new life and vigor to the enterprise, and insured its prosperity.

It was early foreseen that a trunk line, intended to accommodate the traffic between the East and West, would fail in its object if wholly dependent upon the uncertain navigation of the Ohio river as a feeder. The earlier commencement of the other trunk lines had already diverted the routes of the railroads in progress from the commercial centres of the West towards the East, to their works. To overcome this disadvantage, it became essential that other lines connecting your road with these trade centres of the West should be commenced; and to effect this, direct and efficient aid by this Company towards their construction was necessary. So fully impressed were the shareholders of this Company at the time of the importance of this movement, that, in voting such aid, they exceeded the views of the Directors. The three principal lines selected for such aid were one to Cincinnati, a second to the centre of Ohio, at Columbus, and a third towards Chicago. The connection with Cincinnati via Marietta was adopted, and failed from the inadequate means provided to construct a line over what proved to be an unexpectedly rugged country. The line to Chicago was only saved as an investment, after the failure of the credit of that Company, by much labor and large additional outlays by this Company to secure its completion. These efforts were crowned with entire success, and the enterprise, both financially and as a feeder of your main line, has met our most sanguine expectations.

The line to Columbus—which also afforded an equally good connection with Cincinnati as that via Marietta, though leaving a large district of country tributary to another railway—after long delays, growing mainly out of a failure to procure adequate legislation in Virginia, has recently been brought into efficient use, and promises satisfactory results. The Pennsylvania Railroad Company will own as a preferred shareholder more than half of the capital stock of this line.

The eastern end of this line, known as the Pittsburg and Steubenville Railroad, extending from Pittsburg to the Virginia State line, was commenced under the patronage of the city of Pittsburg and Allegheny county, but owing to the absence of any legal right to extend its road to the Steubenville and Indiana Railroad across Virginia, it failed to obtain a credit that would justify any responsible individuals in undertaking its construction. A further increase of its capital stock was therefore impracticable.

A contract was entered into by the Pittsburg and Steubenville Railroad Company, with parties of insufficient capital, for the completion of this line, which, as might have been expected, only resulted in still further embarrassing the condition of the Company by a disproportionate increase of its indebtedness, compared with the work done. After further efforts to secure other parties to build the road, a contract was entered into with the Western Transportation Company for that object—a corporation in which this Company became the chief shareholder—and through its instrumentality a concession was obtained from Western Virginia, permitting the construction of a railroad across that State. From this period the work was pushed with as much vigor as the condition of the labor market would permit, notwithstanding the extraordinary advance that had taken place in every element that entered into the cost of constructing railways. Under this contract, the work has been opened for use for more than a year. In view of the expenditures that had been made upon the line, and those directed to be made under the commutation act, it was, at the time, deemed best to advance the means required to complete this line; but in consequence of the unexpectedly large amount required, it would have probably been better to have permitted the road to have been sold, and thus divested it of the complications surrounding it, and which now render such a sale essential to ascertain the relation of its creditors. There is much work still to be done, to complete this road in a manner that will enable it to meet the demands of its traffic.

The Marietta line, which had enlisted the warmest support from the shareholders and the merchants of this city, of either of the lines mentioned, become so hopelessly involved that the funds advanced by this Company, for the construction of that part of the road between Marietta and Wheeling, were taken, without our assent, to meet its debts incurred upon the line west of that point. In consequence of this misapplication of the means furnished by this Company, and the immense sums that would have been absorbed in carrying out the original plan, it was not deemed prudent to make any attempt to save the amount invested in the enterprise under your instructions. This amount was accordingly charged to profit and loss, and its stock no longer appears among your assets.

The interest of the Company in the Chicago line has nearly all been disposed of, at a profit to this Company fully equal to its loss upon the Marietta line. But for the timely aid afforded by this Company, it would have proved, as an investment, nearly as unproductive.

The completion of the Columbus route having, in consequence of want of legal authority in Virginia, been thrown into a period of inflated prices, its cost has so far exceeded our anticipations that it will require a long time for it to repay this Company in direct returns for the outlays incurred. For these expenditures it has received various securities, some of which have been disposed of, and on the remainder there will probably be no loss except a few years of interest, for which the indirect advantages gained by the Company must be its compensation.

The shareholders will perceive, from this résumé of the operations of the Company, the extent of the means required, and the labor and responsibility incurred to save the original investments made under your instructions, to build up lines to connect yours with the trade centres of the West—expenditures that were necessary to the success of your own work, but which a few years' earlier commencement of it would have rendered unnecessary, as the tendency of the Western lines would probably then have been towards Pittsburg.

These expenditures have frequently been referred to by shareholders as unwise, without reflecting that they were the result of their own action, and that the officers of the Company are really the parties to complain of the immense unrequited labor and responsibility they have had to assume to save the object the Company had in view in making these investments, and in providing the means necessary to effect them. That they have required outlays to secure the original objects far exceeding any just expectation at the time they were entered into, is quite true; but this has arisen from the inadequate stock basis furnished by their shareholders for the completion of these works, and the subsequent increased cost of building railways. The result, however, we think will justify the policy of this Company.

These extraordinary outlays were commenced while the traffic of this line was comparatively small, and burdened by a heavy impost duty levied by the State, and assessed upon no other competing line, greatly diminishing its ability to meet these necessary expenditures to insure the prosperity of the State; and from which burden it was only released upon condition that the Company would apply the unpaid instalment towards the construction of the Mifflin and Centre county, Bedford, Bald Eagle Valley, Tyrone and Clearfield, Ebensburg and Cresson, Western Pennsylvania, and the Pittsburg and Steubenville Railroads—all improvements within the Commonwealth. The effect of this mandate was the same as that which followed the appropriations made by the stockholders to western lines, already stated, entailing upon this Company either the loss of the whole investment directed to be made, or advances of the additional amounts required to complete these works. The Board saw no other alternative but to meet this difficulty by the adoption of a liberal and active policy, and thus bring all of these lines into productive use as speedily as practicable. The outlays necessary to secure this object, from the causes already referred to, have been very large, but the results have proved much more satisfactory than if the original expenditures had been suffered to remain unproductive, as would have been the case if they had simply fulfilled the requirements of the law. The further extension of some of these lines will still be necessary, to enable them to become productive, and meet the wants of the districts they were built to accommodate.

We have thus presented to you the extent and the causes for the unusually heavy expenditures made by this Company on account of its tributaries. Their magnitude has made it necessary not only to protect the investments made in them, but also to secure the control of other lines important to their success. This policy has eventuated in a system which includes the Philadelphia and Erie and Northern Central Railroads, by which the Company's cars find their way over continuous and unbroken lines, under one control, from Columbus, Erie, and Pittsburg to Philadelphia and Baltimore.

To meet the expenditures, but partially enumerated, without financial sacrifices, and still preserve the relation between the share capital and debts of the Company, as already indicated as the settled policy of this Company, has been attended with some difficulties. But the rule is one that should not be exceeded by any prudent railway corporation.

To preserve this relation, and place your financial system upon a basis that may be easily understood, while it is at the same time sufficiently comprehensive for the future wants of the traffic seeking your line—which will doubtless increase with the growth and prosperity of the country—the Directors have procured an amendment to the Charter, which permits the requisite increase of the share capital of the Company and prohibits the issue of mortgage bonds exceeding its capital stock.

The increase of the capital of the Company, under this act, may be effected in one of three ways:—First, by a sale of the shares:—Second, by a subscription to the stock of the Company, in which each shareholder will have the right to participate in proportion to the interest; and, Third, by stock dividends.

The first plan is deemed inexpedient. The second, which is the best, has been objected to by the city of Philadelphia, in consequence of her inability to participate in the advantage of such subscription, owing to a constitutional prohibition of the further exercise of such powers by municipal corporations. The third, therefore, is the only one to meet existing circumstances, and with a view to carry this plan into effect, the Directors have passed the resolution annexed to this report, which is submitted for your approval. It is believed that, in addition to cash dividends, a dividend of 5 per cent. in stock may be declared annually under any ordinary condition of the country, and still leave an ample surplus to the credit of profit and loss to preserve the property of the Company at its present high standard of efficiency and value.

The responsibilities assumed by this Company, through the endorsement of the bonds of other railroad corporations, are confined to the first mortgages of the Philadelphia and Erie Railroad Company, amounting to five millions of dollars, the Western Pennsylvania Railroad Company for eight hundred thousand dollars, and the Connecting Railroad Company for one million of dollars. In the two last named companies the Pennsylvania Railroad Company is also the owner of nearly all their share capital, and upon the first it has a lease for 999 years.

The Connecting Railway has been leased to the Philadelphia and Trenton and Camden and Amboy Railroad Companies for legal interest upon its whole cost, which will be twice the amount of coupons falling due upon the issue of its bonds so guaranteed.

The nett revenues of the Western Pennsylvania Railroad Company, since its extension to Pittsburg, have been sufficient to meet its interest, and these must continue to increase, while the thirty per cent. due to the Philadelphia and Erie Railroad Company under its lease, and first applicable to the payment of the coupons upon their bonds, is already largely in excess of the amount required for this object. It will therefore be seen that the revenues of these Companies are amply sufficient to meet the interest upon the bonds so endorsed, and that they cannot become a charge upon the nett revenues of this Company.

The bonds of these railroad companies, with the exception of $1,200,000 of those of the Philadelphia and Erie Railroad Company, were endorsed after their purchase by this Company, and were so endorsed to secure a better market price for this Company when sold by it.

The propriety of selling the bonds of lines aided by this Company, either with or without its endorsement, is questionable, inasmuch as better results can be obtained by the use of the direct credit of the Company. Hitherto, however, there has been no alternative, as the powers of the Company have been too circumscribed to act upon such a policy.

The earnings and expenses of the Pennsylvania Railroad, and the roads worked by it, except the Philadelphia and Erie Railroad, were for 1866 as follows:—

EARNINGS.

From Passengers, 1st class	$3,245,800·06	
" Emigrants	139,721·25	
		3,385,521·31
" United States Troops		560,945·44
" " " Mails		82,730·00
" Express matter		374,389·22
" General freights		11,709,293·59
" Miscellaneous sources		471,023·28
		$15,583,882·86

EXPENSES.

CONDUCTING TRANSPORTATION.		
For ordinary expenditures	$3,492,008·80	
For erection of passenger and freight stations and extension of existing buildings	154,743·42	
		$3,646,752·22
MOTIVE POWER.		
For ordinary repairs and renewals	$2,919,122·47	
For erection of machine-shops and engine-houses	121,724·59	
For additional tools and shop machinery ($27,515·56 of which was for the Philadelphia and Erie Railroad shops)	87,225·77	
For additional locomotives purchased during 1866	671,758·80	
		3,797,831·63
MAINTENANCE OF CARS.		
For ordinary repairs and renewals, etc. etc.	$1,070,912·7	
For additional freight cars	693,766·37	
For additional passenger cars	196,363·06	
		1,961,042·20
MAINTENANCE OF ROAD.		
For ordinary repairs of railway and renewals of structures	$2,845,465·58	
For additional second tracks and sidings	250,965·09	
		3,096,430·67
For general expenses		288,852·55
Total expenditures connected with the business of the Pennsylvania Railroad Company, including addition to the facilities for transportation on its own road and that of the railroad it operates, etc.		$12,790,909·27

RECAPITULATION.

Gross Earnings		$16,583,882·84
Total ordinary expenses	$10,616,362·17	
Total extraordinary expenses consisting of additional second track and sidings, additional locomotives, cars, etc.	2,174,547·10	
		12,790,909·27
Leaving a balance of		$3,792,973·5

The gross revenue of the line for 1866 is equal to $46,323·41 per mile of main line of road (358 miles), and is less than the aggregate receipts in 1865, $875,286·65.

The decrease upon passengers and emigrants is		$788,671·56
The decrease upon expresses is		109,354·63
The decrease upon Government troops is		717,899·16
Total		$1,615,925·35
and		
The increase on United States Mails	$2,599·45	
The increase on regular freights	515,728·22	
The increase on miscellaneous	222,311·03	
		740,638·70
Total decrease		$875,286·65

The whole number of passengers carried in 1865 was 2,861,836, and during the past year, 2,673,568. The average distance travelled by each passenger was 52 miles, and the previous year 71½ miles; this difference being due to the larger amount of through travel and troops in 1865.

The number of tons of freight moved (including 266,359 tons of fuel and other materials transported for the Company) was 3,452,718, embracing 1,413,181 tons of coal. The increase in the coal traffic is 338,424 tons, and the whole tonnage of the road exceeds that of last year 653,908 tons, nearly 25 per cent.

The ordinary expenditures for working and maintaining the Company's roads were $10,616,362·17, which is equal to 64 per cent. of their revenues, or, including the expenditures for construction and equipment upon its own line, and the outfit of the Philadelphia and Erie and other railroads, 77 12-100 per cent.

The earnings of the Company's canals were:

From Susquehanna Division	$252,681·42
" Juniata "	35,175·32
" Miscellaneous sources	10,010·42
Total earnings	$297,867·16

Against $181,015·13 for 1865.

The cost of maintaining, enlarging, and operating the Canals was:—

For Susquehanna Division	$130,213·93
" Juniata Division	101,501·50
" Western Division	1,735·55
Total expenses	$233,437·98

Showing a net profit during 1866 of $64,429·18.

Estimating the value of these canals when purchased at one million of dollars, they now stand the Company, including interest and the cost of their renewals and enlargement as far as it has progressed, at about $2,750,000, for which sum they will be sold to the Pennsylvania Canal Company for stock in said Company, in pursuance of the policy sanctioned at your last annual meeting.

It is believed that the growing bituminous coal and lumber transportation that may be thrown upon the Pennsylvania Canal, at or near Huntingdon, will, upon its enlargement, make it a profitable investment. Above Huntingdon it must, in consequence of a great amount of lockage, eventually be abandoned, and a railway occupy its route, along which there exists an abundant water power to give life and activity to a large manufacturing population.

The earnings of the Philadelphia and Erie Railroad in 1866 were:—

From Passengers		$686,821·78
" Troops		48,103·13
" Freight		1,744,299·13
" Express matter		25,941·11
" Mails		18,501·95
" Miscellaneous sources		16,584·36
		$2,541,051·79
Deducting taxes, overcharges, etc., $98,589·13 from $2,541,051·79, leaves $2,442,462·66 as the sum upon which 30 per cent. is due the Philadelphia and Erie Railroad Company, amounting to	$732,738·80	
The operating expenses during the same period were:—		
For conducting transportation	$620,845·80	
" maintenance of way	624,245·92	
" motive power	681,947·62	
" maintenance of cars	158,936·03	
		$2,819,713·33
Showing a loss to this Company in operating the line of		$278,661·54

This loss is largely to be attributed to the bad condition of the older bridges erected by the Philadelphia and Erie Railroad Company over the Susquehanna, and the unfinished character of the work generally upon the whole line.

The passenger travel has fallen off during the year, in sympathy with that of nearly all of the other railways of the country. To this general depression this line has also had added to it the loss of travel from the decay of the speculative excitement of the oil region, while the same train accommodation has to be maintained.

The tonnage of the Philadelphia and Erie is mostly made up of cheap products that can only be moved at low rates of transportation, which, under the existing condition of the business of the country, are inadequate to meet the cost of their movement at the percentage stipulated in the lease of the road. This traffic has been quite irregular during the past year, though in the aggregate it has largely increased over that of 1865, and must continue to grow with the increase of the population of the region traversed, while the relative transportation expenses can only be reduced by this enlargement of its business and a fall in the prices of labor and materials.

Arrangements are being made to increase the business of the road by the establishment of a line of steamers between Erie and the other lake ports, under the patronage of this Company, with anticipations of successful results.

The future of this great work is very encouraging, but its traffic, as in all other similar projects, will require the application of capital and time to develop. The transportation facilities are ample for the accommodation of the business that can be offered to it during the present year.

The whole of the revenue of the Pennsylvania Railroad Company from its several lines is as follows, viz.:—

From the Pennsylvania Railroad and branches		$16,583,882·84
From the Pennsylvania Canals		297,867·16
From the Philadelphia and Erie Railroad		2,541,051·79
		$19,422,801·79
And the expenses of operating the lines are:—		
Pennsylvania Railroad ordinary	$10,616,362·17	
Pennsylvania Railroad extraordinary	2,174,547·10	
Pennsylvania Canal	233,437·98	
Philada. and Erie Railroad	2,086,974·53	
Thirty per cent. reserved to pay taxes and interest on debt of Philadelphia and Erie Railroad Company	732,738·80	
		$15,844,060·58
Balance		$3,578,741·21
From which deduct payments made during the year to the shareholders of the Pennsylvania Railroad Company for dividends, $1,737,969; the balance to debit of interest and coupon account, $539,859·57; the amount due to the Harrisburg and Lancaster Railroad Company under lease, $135,274·18; the taxes on dividends and coupons, $438,855·57; and the annual sum of $460,000, due to the State of Pennsylvania for the purchase of the main line of public works, amounting in all to		3,301,958·32
Leaving a surplus of		$276,782·89

This is the result of the year's operations of your railways and canals, after charging all expenditures for new work and additional rolling stock, etc., together with an instalment of $100,000 upon the principal of the debt due the State, etc., to expense account.

The demands upon your Treasury during this year, in addition to the ordinary expenditures for operating the road, will be about the same as estimated for 1866. To the completion of the Connecting Railway, and the increase of facilities for business upon the West Pennsylvania and Pittsburg and Columbus lines, there will be added the extension of the Tyrone and Clearfield Branch to the town of Clearfield, near the centre of the great lumber and coal region of the Alleghenies.

A number of improvements upon the Main Line, heretofore deferred in consequence of the high rates of wages and materials, will not admit of further delay; while the road between Lancaster and Philadelphia, located before the successful application of locomotive steam power upon railways, requires extensive alterations in its alignment, to place it in harmony with the other portions of your railway.

That portion of this line crossing the high range of hills bordering the Great Valley, commencing near Haverford College, and extending to Valley Creek—a space of over twenty miles—embraces the worst located parts of the old line, and requires alterations which will amount to nearly a new road for this distance. An appropriation of a quarter of a million of dollars annually to this object for a few years will make these changes; the interest upon which sum will be more than repaid in the diminished cost of moving and maintaining the rolling stock of the Company.

Your Directors have alluded in previous reports to the rapid destruction of iron rails, and the increased cost of replacing them, under the frequent interruptions to the workmen from the numerous trains now passing over the line. Every effort to materially improve the quality of the iron to meet the wants of the augmenting traffic of the trunk lines having heretofore failed, attention was directed to the introduction of steel rails, and, with a view to test their efficiency, the President, while in England, in 1862, ordered a few hundred tons for trial.

These proved so satisfactory that larger importations have been made of Bessemer steel rails, which have entirely confirmed our expectations of their success. The cost of steel rails is at present about twice the price of the best iron rails, while their durability is fully eight times greater. It is confidently believed, however, that with enlarged works, increased knowledge of the ores required to produce the best quality of this metal, and greater experience in its production, they will be successfully manufactured at home, and the price very largely reduced. At present the demand is equal to the supply, and prices are maintained.

To avoid the heavy annual outlays that a change from a cheap to a dearer material would necessarily entail upon your revenues, it is proposed to continue for the present to reroll the worn-out rails, and replace the annual wear and tear with steel rails. The general introduction of steel rails is now wholly a commercial question, in which the cost of the increased capital required for their purchase becomes the chief impediment to their general adoption.

While the business of a line is small, it will still be economy to use iron rails, at an ordinary rate of interest upon capital, until the cost of producing steel is reduced to its minimum. When this result is accomplished, the general public will be materially benefited by the reduced cost of transportation which the introduction of steel rails will enable railway companies to afford.

The Company has also laid 500 tons of rails, the wearing surface of which had been "steeled" by Dodd's process. The increased durability imparted to the rail by this process will probably extend its life three-fold, while its additional cost thus prepared is about 25 per cent. From the result of our experience it would seem that rails so treated will prove a valuable article as an intermediate between steel and ordinary iron rails.

The Directors have given to the subject of establishing a line of steamships between this port and Europe, committed to them at your last annual meeting, all the consideration which its importance required; but they have not yet arrived at a satisfactory conclusion as to the best means of effecting this desirable object. Proposals have been asked until the first of May next, by public advertisement, of those engaged in this business, to establish such a line, under concessions, and a subsidy to be paid by this Company during the continuance of the contract.

In their last annual report your Directors referred to the introduction of express freight lines upon your railway as a new feature in the policy of the Company, and one which had heretofore been opposed by its officers as unnecessary to the efficient conduct of the transportation departments of the Trunk lines.

While these views remain substantially unchanged, they are quite clear that the introduction of these lines upon the Pennsylvania Railroad—after every effort had been made to secure their withdrawal from rival lines—became not only a necessity, but a duty which the Board owed to the shareholders. A failure to make use of this weapon, so dexterously and persistently used by our competitors in various forms to promote their interests, would have shown as little foresight as would have been attributed to the General Government, if it had failed to meet the preparations known to be in progress upon the Merrimac, by the building of a more efficient iron-clad.

From the statistics of the Company it appears that the ordinary freight business of the road has continued to grow in its usual ratio since the introduction of these freight lines, showing that their sustenance is abstracted from the business of similar organizations that exist upon rival routes, whose competition they were introduced to meet; gaining for this Company a business not heretofore enjoyed by it, and which could not be secured by any other means.

It also appears from the same sources, that the freights brought to the road by these lines pay to the Company better net rates than is derived from any other portion of the Company's through business. The success of these lines, in collecting and distributing freights throughout the West, has been largely due to the inability of many of the Western railways to supply cars sufficient to accommodate the through traffic originating along their own and connecting roads, and, in consequence, the traffic has heretofore sought rival avenues, whose equipment was sufficient to furnish the means for its transportation.

Under existing contracts between this Company and the freight lines, it seems that the only point it is necessary to solve is, whether the rates charged for this freight by the railroad companies are as large as the express freight companies can pay, and preserve the full efficiency of their organizations. As at present advised, the Directors are disposed to believe that they are, and that the interests of the Company would suffer great damage by their withdrawal from its service, while such lines, or other organizations to effect the same objects, are maintained upon competing routes.

The chief element of profit of these freight lines has been in the *margins* paid to them, above the ordinary railroad rates, by merchants disposed to patronize a medium of transportation where the responsibility is direct, immediately accessible and undivided from the point of shipment to the point of delivery of their merchandise, rather than a line made up of various railway corporations, of whose responsibility they are not familiar. Advantages such as are afforded by these organizations cannot, for obvious reasons, be fully accorded to shippers by any railway company.

That the enterprise has proved successful to its proprietors, in view of the large amount of capital ventured in an untried field, should be a matter of gratification to the shareholders of the Pennsylvania Railroad Company, whose interest it was intended to and has so largely promoted. This success is mainly due to the thorough knowledge of the freight business possessed by those to whom the control of these organizations was first entrusted, and their comprehension of the means required to achieve the objects of their creation, united to a disposition and ability to embark whatever capital was required to secure favorable results to this Company and themselves. In other hands it might have proved a failure.

The Board has deemed it important to say this much in explanation of their action upon a subject which has met with considerable animadversion from the captious, and to assure the shareholders that under its contract it has entire control of these organizations, and as long as their operations conduce to your interest, they will be maintained; if otherwise, they will be abolished.

It will be gratifying to the shareholders to learn, from a careful examination made of the statistics of the freighting business of the Company, that of the 3,186,359 tons of freight carried over the road during the past year only 158,264 tons of through freight has passed from points east of Philadelphia to and from Pittsburg and the West, and 61,862 tons to and from Baltimore, while 330,959 tons of through freight have been carried to and from Philadelphia and the West.

The remainder, 2,635,274 tons, was local traffic of the State, between local stations and from them to and from Philadelphia and Pittsburg. Philadelphia therefore, in addition to the large local traffic mentioned, enjoys above one hundred per cent. more of the through traffic transported over the line than New York, Providence, Boston, and all other points on the Atlantic seacoast combined east of Philadelphia.

Since your last annual meeting, the Superintendent of Motive Power and Machinery (J. P. Laird, Esq.) resigned his position, and the Board has appointed as his successor R. E. Ricker, Esq., who for many years had been connected with the active management of Western railways, and he will no doubt make a successful manager of the important department committed to his charge.

The acknowledgments of the Board are due to the officers of the Company generally, for the prompt and efficient manner in which the business of the line has been conducted during the past year.

By order of the Board,

J. EDGAR THOMPSON,
President.

Resolved, That for the purpose of consolidating the Bonded and other indebtedness of the Pennsylvania Railroad Company, and to raise funds to meet the annual demands upon the Treasury of the Company for new tracks, additional equipment, enlargement of depots, extensions of sidings, and to meet the legitimate demands of the traffic of the country drained by the road of said Company and its branches, for increased railroad accommodations, and also to preserve the proper relation between the share capital and debts of the Company, the following financial programme be and the same is hereby adopted:—

First. That the Bonds of the Pennsylvania Railroad Company secured by the First and Second Mortgages, and those due the Commonwealth issued for the purchase of the Main Line of Public Works, and other indebtedness, be paid out of the proceeds of, or be retired by, Bonds to be secured by a Consolidated Mortgage upon the whole or such portion of the line from Philadelphia to Pittsburg, with its equipment, and for such amount as the President and Board of Directors may determine, and the issue of the Bonds secured thereby shall at no time exceed the capital stock as the same may from time to time be increased.

Second. Dividends to be made semi-annually of *not exceeding* four per cent. from the net profits of the Company, payable in cash, free of United States and State taxes, and that a stock dividend of five per cent., based upon profits already earned, be declared at the regular dividend term in May next, and thereafter, in addition to the semi-annual cash dividend, a stock dividend of five per cent. per annum be declared annually, if the net earnings of the Company will warrant the same.

Coughs, Colds, Consumption, Asthma, Bronchitis, &c., can be cured by using DR. WRIGHT'S TAR SYRUP.

The Testimony of persons that have used it is a sufficient voucher for the truth of our remarks. READ AND REFLECT.

PHILADELPHIA, March 7, 1864.

DR. WM. WRIGHT.—Dear Sir:—I have been suffering with a sore throat, off and on, for the last three years. I was recommended by a friend to try your TAR SYRUP, and after taking a half bottle, I was entirely relieved.
MARY CALDWELL, 1032 Sansom St.

WRIGHT'S TAR SYRUP

PHILADELPHIA, March 1, 1864.

This is to certify, that I have used WRIGHT'S TAR SYRUP, for Consumption, and it gave me relief, after I had tried every thing else, and they did not help me.
Respectfully yours,
THOMAS WINMILL.

CURES COUGHS, COLDS AND CONSUMPTION.

PHILADELPHIA, March 16, 1864.

DR. W. WRIGHT.—Dear Sir:—My children were ill; one four years old was a very severe case of Catarrh on the Breast; the other, a babe of six months, suffered greatly from Croup. I tried several kinds of medicine, which failed to relieve them when I was persuaded to try your TAR SYRUP, which effected a cure in a few days. I have recommended it to some of my friends, and in all cases it gives entire satisfaction.
E. E. THOMAS,
136 S. Sixth Street.

MILLINERY, TRIMMINGS, ETC.

SPLENDID OPENING OF FALL AN WINTER STYLES.—MRS. M. A. BINDER, No 1031 CHESNUT Street, Philadelphia, IMPORTER OF LADIES' DRESS AND CLOAK TRIMMINGS. Also an elegant stock of Imported Paper Patterns for Ladies' and Children's Dress. Parisian Dress and Cloak Making in all its varieties. Ladies furnishing their rich and costly materials may rely on being artistically fitted, and their work finished in the most prompt and efficient manner, at the lowest possible prices at twenty-four hours' notice. Cutting and basting. Patterns in sets, or by the single piece, for merchants and dressmakers, now ready. 9 20 6m

MRS. R. DILLON,
Nos. 323 and 331 SOUTH Street,
Has a handsome assortment of MILLINERY.
Also, Silk Velvets, Crapes, Ribbons, Feathers, Flowers Frames, etc. Ladies who make their own Bonnets supplied with the materials. 7 18§

GOVERNMENT SALES.

LARGE SALE OF ARMY CLOTHING.

DEPOT QUARTERMASTER'S OFFICE, BALTIMORE Md., February 6, 1867.

Will be sold at Public Auction, in the city of Baltimore (at Government Storehouse, No. 120 S. EUTAW Street), on WEDNESDAY, 12 M., February 27, 1867, a lot of
ARMY CLOTHING,
consisting of
3478 NEW YORK JACKETS,
of irregular pattern, and otherwise unsuited for issue to troops.

By reason of its long retention in store, the material is in some instances more or less damaged.

Sale will take place in lots to suit purchasers.

Terms—Cash in Government funds, on day of sale.

Three days allowed to remove purchases.

By order of the Quartermaster-General,
A. S. KIMBALL,
Captain and Assistant Quartermaster, U. S. A.,
Depot Quartermaster.
ADREON, THOMAS & CO.,
No. 18 S. CHARLES Street,
2 7 17t Auctioneers.

SALE OF DAMAGED CLOTHING AND EQUIPAGE.

OFFICE ARMY CLOTHING AND EQUIPAGE, NEW YORK, February 8, 1867.

Will be sold at Public Auction, on account of the United States, at the Depot of Army Clothing and Equipage, corner of Laight and Washington streets, in New York city, on WEDNESDAY, the 20th of February, 1867, at 11 o'clock A. M., and will be continued from day to day until all are sold, the following named articles of damaged clothing and equipage:—

Woollen blankets, greatcoats, blouses, uniform coats, bedsacks, shirts, drawers, greatcoat straps, knapsacks, stockings, stocks, trousers, knives, forks, spoons, plates, tin cups, hats, caps, lace, brown Hollands, 60 yards; alpaca, 124 yards; boots, shoes, brass articles, musical instruments cap covers, etc. etc.

Catalogues may be had at the Depot; also samples of the articles may be seen.

Terms—Cash, in Government funds; ten per cent. down, and the balance before the goods are taken from the Depot, which must be within three days from day of sale, under forfeiture of the purchase and the ten per cent.

Brevet Brigadier-General D. H. VINTON,
2 9 9t Assistant Q. M.-General, U. S. A.

IMPORTANT SALE OF GOVERNMENT VESSEL.

DEPOT QUARTERMASTER'S OFFICE, BALTIMORE, Md., January 30, 1867.

Will be sold at Public Auction, at the port of Baltimore (Henderson's Wharf, East Baltimore), on THURSDAY, 12 M., February 28, 1867, the
SUPERB SIDE-WHEEL STEAMER
COSMOPOLITAN,
of 779 tons; length, 225 feet; breadth of beam, 31 feet; depth of hold, 13 feet; cylinder, 50 inches and 11 feet stroke.

A rare opportunity is afforded, in the sale of this steamer, to persons desiring to purchase a really first-class vessel.

She is of light draught, the engine and boiler are in most excellent condition, and the hull perfectly sound and strong.

It is believed that, for size and build, the COSMOPOLITAN surpasses any vessel hitherto offered by Government for sale at this port.

Terms—Cash, in Government funds, on day of sale.

Further particulars may be learned on application to the undersigned, or to the Auctioneers, Messrs. ADREON, THOMAS & CO., No. 18 South CHARLES Street.

By order of the Quartermaster-General,
A. S. KIMBALL,
Captain and A. Q. M., U. S. A.,
2 2 27 Depot Quartermaster.

WATCHES, JEWELRY, ETC.

KITCHEN & CO,
JEWELERS.
S. E. Corner TENTH and CHESNUT.
Great Reduction in Prices.
DIAMONDS,
WATCHES,
JEWELRY,
SILVER-WARE,
BRONZES.
CASH PRINCIPLE.
Watches and Jewelry Carefully Repaired.
Particular attention paid to manufacturing all articles in our line.
N. RULON.
Having engaged with KITCHEN & Co., will be much pleased to see his friends and customers. 2 1 im

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

Have on hand a large and splendid assortment of
DIAMONDS,
WATCHES,
JEWELRY, AND
SILVER-WARE,
OF ALL KINDS AND PRICES.

Particular attention is requested to our large stock of DIAMONDS, and the extremely low prices.

BRIDAL PRESENTS made of Sterling and Standard Silver. A large assortment to select from.

WATCHES repaired in the best manner, and warranted. [5 1]4p

Diamonds and all precious stones bought for cash.

WATCHES, JEWELRY.
W. W. CASSIDY,
No. 12 SOUTH SECOND STREET,
Offers an entirely new and most carefully selected stock of
AMERICAN AND GENEVA WATCHES,
JEWELRY,
SILVER-WARE, AND FANCY ARTICLES OF EVERY DESCRIPTION, suitable for
BRIDAL OR HOLIDAY PRESENTS.
An examination will show my stock to be unsurpassed in quality and cheapness.
Particular attention paid to repairing. 8 16§

BOWMAN & LEONARD,
MANUFACTURERS OF
AND
WHOLESALE AND RETAIL DEALERS
IN
Gold and Silver-Plated Goods,
No. 704 ARCH Street,
PHILADELPHIA.
Those in want of SILVER or SILVER-PLATED WARE will find it much to their advantage to visit our STORE before making their purchases. Our long experience in the manufacture of the above kinds of goods enables us to defy competition.
We keep no goods but those which are of the FIRST CLASS, all our own make, and will be sold at reduced prices. 5 26§

SILVER-WARE
FOR
BRIDAL PRESENTS.
G. RUSSELL & CO.,
No. 22 North SIXTH St.,
Invite attention to their CHOICE STOCK OF SOLID SILVER-WARE, suitable for CHRISTMAS AND BRIDAL PRESENTS. [5 26§

HENRY HARPER,
No. 520 ARCH Street,
Manufacturer and Dealer in
WATCHES,
FINE JEWELRY,
SILVER-PLATED WARE, AND
8 1§ SOLID SILVER-WARE.

RICH JEWELRY.
JOHN BRENNAN
DEALER IN
DIAMONDS, JEWELRY, FINE WATCHES
ETC. ETC. ETC.
9 20§ No. 13 South EIGHTH St., Philadelphia.

AWNINGS! AWNINGS!
MILDEW-PROOF AWNINGS.
W. F. SHEIBLE,
No. 49 South THIRD Street
AND
No. 31 South SIXTH Street,
Manufacturer of MILDEW-PROOF AWNINGS, VERANDAHS, FLAGS, BAGS, TENTS, and WAGON COVERS.
Stencil Cutting and Canvas Printing. [273mrp

HARD RUBBER ARTIFICIAL LIMBS, Arms, Legs, Appliances for Deformity, etc etc. These Limbs are transferred from life in form and fit; are the lightest, most durable, comfortable, perfect, and artistic substitutes yet invented. They are approved and adopted by the United States Government and our principal Surgeons. Patented August 18, 1863; May 23, 1865; May 1, 1866. Address
KIMBALL & CO.,
No. 639 ARCH Street, Philadelphia.
Pamphlets free. 9 27 6m

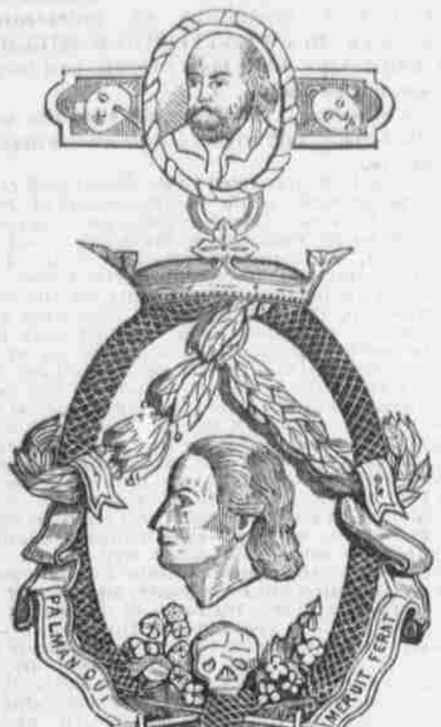
PHILADELPHIA SURGEONS BANDAGE INSTITUTE, No. 14 N. NINTH Street, above Market.—B. C. EVERETT, after thirty years' practical experience guarantees the skilful adjustment of his Premium Patent Graduating Pressure Truss, and a variety of others. Supporters, Elastic Stockings, Shoulder Braces, Crutches, Suspensories, etc. Ladies' apartments conducted by a Lady.

ELEVATION OF THE DRAMA.

The Gold Medal Presented to Edwin Booth.

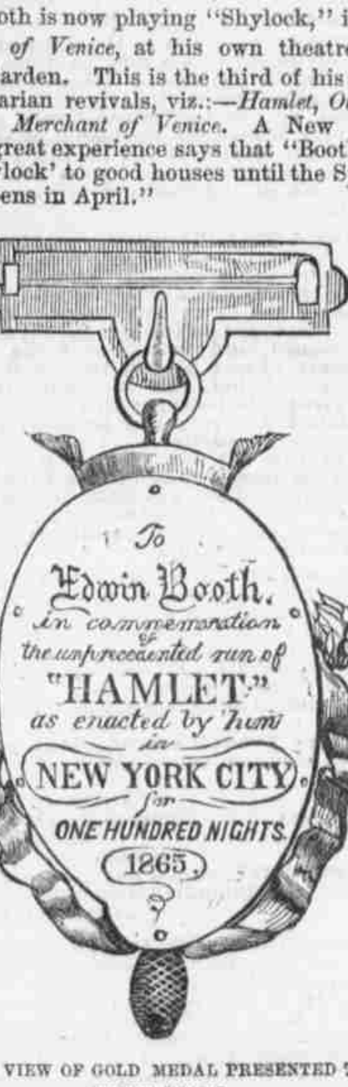
We present to the readers of THE EVENING TELEGRAPH to-day two engravings, representing the gold medal recently presented to Edwin Booth, the eminent American actor, on the occasion of the one-hundredth representation of Shakespeare's great play of *Hamlet*.

At the close of the performance on Tuesday, the 22d of January, the Committee appeared upon the stage, and the Chairman, Mr. Fullerton, with a few appropriate remarks, suspended the medal round Mr. Booth's neck. Mr. Booth was dressed as "Hamlet," in the student's gown he wears in the early portions of the play, and spoke a few words in reply, which were touchingly sincere. The occasion had attracted a crowded house, and the whole affair passed off very pleasantly.



THE GOLD MEDAL PRESENTED TO EDWIN BOOTH BY HIS FRIENDS, ON TUESDAY EVENING, JANUARY 22, AT THE WINTER GARDEN, N. Y.

Mr. Booth is now playing "Shylock," in the *Merchant of Venice*, at his own theatre, the Winter Garden. This is the third of his great Shakespearian revivals, viz.:—*Hamlet*, *Othello*, and the *Merchant of Venice*. A New York critic of great experience says that "Booth can play 'Shylock' to good houses until the Spring season opens in April."



REVERSE VIEW OF GOLD MEDAL PRESENTED TO MR. EDWIN BOOTH.

But, *revenons à nos médailles*, we observe that Mr. Young, of the New York *Tribune*, does not like the looks of the medal. His article upon the subject is so severe that we have doubts of its justice. Besides, Mr. Young is a friend and admirer of Mr. Edwin Forrest, and between the latter gentleman and Mr. Edwin Forrest Booth we have heard there is not the most amicable professional feeling. These facts may explain, in some degree, the following *jeu d'esprit* of a description:—

"It seems to us a very poor return for the services which Mr. Edwin Booth is supposed to have done the American stage, to force upon his acceptance such a piece of concentrated and unmeaning ugliness as the medal which was presented to him on the 22d of January by a few of his admirers. We have seen many medals, and many testimonials, but the like of this one we have thus far been graciously preserved from seeing, if, indeed, its like ever was made. It is a curious evidence of the low state of art among us; and when one reads the names of the gentlemen who devised and paid for the horrible thing, and presented it to the unfortunate actor, we wonder if this is all that education, culture, and wealth can do to sharpen the perceptions and refine the taste. When we turn our attention from the medal itself, with its ugly forms, its disagreeable emblems, and its general uncouthness, to the inscription, we see that the English of the presenters is quite equal to their taste. With such a design the slang expression, "unprecedented run," is, however, perfectly in keeping, and the adaptation of the one to the other is the only feature of the design that we can sincerely praise. In the illustration of the affair in the last number of *Leslie* the scene has all the appearance of an approaching 'execution,' an effect which is heightened by the black gown of the supposed victim, about whose neck a sheriff in a dress coat is fastening the fatal cord, and whose countenance wears an expression of grim resignation. We have no doubt that Mr. Booth, whose modesty is one of the most graceful accompaniments of his merit, was glad when this bit of amateur theatricals was over; and his relief had only this to mar it, that his sense of what is due to others obliged him to take the medal home with him. We advise him that the next time one of his plays so far forgets its English as to 'run' a hundred nights, he should take warning from the fate that has just overtaken him, and run himself."

—The Nelson (New Zealand) *Examiner*, in reporting the execution of Burgess, Levy, and Kelley, three Thug-like murderers, says:—"It has been a matter of dispute amongst medical authorities whether death, in such cases, is caused by strangulation or by dislocation of the spinal column. The necks of the three malefactors were therefore dissected by Drs. Williams and Cusack, and it was satisfactorily proved that death had resulted in each case from strangulation, the spinal column being found to be perfect in every instance; thus setting this much-vexed question at rest."

CITY INTELLIGENCE.

[FOR ADDITIONAL LOCAL ITEMS SEE FIFTH PAGE.]

THE CHAIR OF HANCOCK AND THE TABLE OF INDEPENDENCE.—These interesting relics will be deposited in the Hall of Independence on Washington's Birthday, with suitable ceremonies. The following will show the programme of proceedings. At the last stated meeting of the Historical Society, Col. Snowden, from the committee appointed at a former meeting in reference to the Chair of Hancock and the Table of Independence, reported that the committee having had a correspondence with the authorities at Harrisburg who have the subject in charge, and a personal interview with the Mayor of the city, recommend the adoption of the following programme:

1. The Chair occupied by the President of the Continental Congress, John Hancock, and the Table upon which the Declaration of Independence was signed, which are directed by the Legislature of Pennsylvania to be returned from the seat of government at Harrisburg to Philadelphia, will be received at the Hall of Independence at 12 o'clock, on the 22d of February, inst.

2. Addresses by the Committees appointed by the Legislature of Pennsylvania to convey these interesting relics of the Revolution to Philadelphia.

3. Response and reception by Hon. Morton McMichael, Mayor of Philadelphia.

4. Remarks by the committee of the Historical Society of Pennsylvania, expressing the gratification of the society at the liberal and patriotic action of the Legislature of Pennsylvania, in authorizing the replacement of these sacred historical memorials in the Hall of Independence.

5. The Chair of the President of the Continental Congress and the Table of Independence will then be placed in their proper positions in the hall by Hon. Joseph R. Ingersoll, President, Hon. John M. Read, Vice President, Historical Society of Pa; Hon. George W. Woodward, Chief Justice of Pa.; Hon. George Sharswood, President Judge District Court of Phila.; Hon. Joseph Allison, President Judge Court of Common Pleas, of Phila.; Hon. John Cadwalader, Judge U. S. District Court General George G. Meade, U. S. A.

INVITATIONS.

1. The Governor of Pennsylvania, the Attorney General, and heads of Departments of the commonwealth.

2. The Judges of the Supreme Court of Pennsylvania, and of the several courts of the city of Philadelphia.

3. The Presidents and members of the Select and Common Councils of Philadelphia.

4. The heads of Departments of the city of Philadelphia.

5. Descendants of signers of the Declaration of Independence.

6. The members of the Historical Society of Pennsylvania.

7. Officers of the Army and Navy of the United States.

8. The Association of Soldiers and Seamen of the War of 1812.

9. The public press.

THE GUARDIANS OF THE POOR.—A meeting of the Board of Guardians was held yesterday afternoon. President Erety in the chair.

The steward reported the house receipts at $44 39.

The out-door agent reported for support cases $62 58.

The board of visitors made their monthly report. During January they expended:

Incidentals,	$236 15
Shoes,	146 82
Medicines,	217 49
Groceries,	3458 66
Coal,	9203 41
Wood,	1261 39
Total expenditure,	$14,524 64

Relief was furnished to:

Americans,	3060
Foreigners,	4645
Children,	9128
Total,	16,833

The nativities of these were:

Germany,	599
England,	269
Scotland,	75
France,	39
Philadelphia,	1256
United States,	985
Ireland,	3561
Wales,	10
Italy,	8
Foreign,	84
Pennsylvania,	819

A communication from a committee of the State Senate was received inquiring how many disabled soldiers are now deriving support from the Almshouse. The inquiry was directed to be answered.

Mr. Armstrong offered a resolution directing the Committee on Accounts to inquire what legislation is necessary, if any, to allow the Board to invest twenty-one thousand three hundred and thirty-four dollars, now to their credit on the City Treasurer's books. Agreed to.

The house agent reported the following census of the house, &c., for the week ending Saturday, February 16:

Number in the House,			3554
Same time last year,			3568
Decrease,			14
Admitted within the last two weeks,			212
Births,	"	"	11
Deaths,	"	"	26
Discharged,	"	"	111
Eloped,	"	"	49
Indentured,	"	"	1
Number of persons granted lodgings within the last two weeks,			216
Number granted meals,			620
Total men,			1,763
Total women,			1,791
Total men and women in insane department, less assistants,			564

THE HOMŒOPATHIC MEDICAL COLLEGE.—The following are the names of the graduates of the Homœopathic Medical College of Pennsylvania for the year 1867. The honorary degree was conferred, with the degree of M. D., on Rev. William S. Hall, the Chaplain, of the Twentieth Ward, whose services during the late war were so efficient:—

Purnell W. Andrews, Camden, N. J.; Edward L. Anderson, Salem, N. J.; Charles B. Barrett, Philadelphia, Pa.; William Der Bolenger, Lancaster, Ill.; J. Elmer Cook, Flora Dale, Pa.; David J. Chaffee, M. D., Pallerino, N. Y.; Charles R. Cloud, Woodbury, N. J.; Charles B. Dreher, Pottsville, Pa.; Evan Dudley, Moorestown, N. J.; Rev. Gustavus E. Gramm, Philadelphia, Pa.; John M. Hobel, Bavaria, Germany; Frank T. Haines, Cinnaminson, N. J.; Irving S. Hall, Augusta, Me.; William D. Hall, Philadelphia, Pa.; William J. Hawks, Pittsburg, Pa.; H. Howard Harpell, Lancaster, Pa.; Joseph P. Johnson, Lancaster, Pa.; A. D. Longstreet, Lebanon, Ohio; James H. McClelland, Pittsburg, Pa.; John R. McClure, Maysville, Ky.; Edmund C. Packer, Peacham, Vt.; Townsend L. Pennock, M. D., Kennet Square, Pa.; R. A. Phelan, A. B., St. Louis, Mo.; A. O. Pitcher, Mount Pleasant, Iowa; Gustavus A. Schmits, Crefeld, on the Rhine; Augustus B. Southwick, A. M., Waterville, N. Y.; Alfred P. Skeels, Cairo, Ill.; C. C. Slocumb, Rutland, Mass.; Augustin Thompson, Union, Me.; Charles H. Thompson, Pittstown, N. Y.; William T. Urie, A. B., M. D., Baltimore, Md.; Mahlon M. Walker, Germantown, Pa.; F. H. Underwood, Millbury, Mass.; William T. Vircin, Mount Pleasant, Iowa; Henry C. Wood, West Chester, Pa.; Augustus E. Zriter, Philadelphia, Pa.

Honorary Degrees—Rocco Rubina, Naples, Italy; Marquis De Nunez, Madrid, Spain; Rev. William S. Hall, D. D., Philadelphia, Pa.; P. D. Liscomb, Pittsburg, Pa.; F. C. Pitcher, Mount Pleasant, Iowa.

The Commencement of the College will be held at the Musical Fund Hall, on Saturday, March 2, at 12 o'clock M. Valedictory by Professor J. C. Morgan, M. D.

REPORT OF THE ST. JOSEPH'S HOSPITAL.—The sixteenth annual report of the St. Joseph's Hospital, just issued, contains a statement of the operations of that institution for 1866. During the past year 643 cases were treated in the Hospital; of this number 411 were cured, 52 relieved, 28 removed, 82 died, and 60 remained in the institution on the 31st of December, 1866.

Of the 643 there were 440 pay patients, and 203 poor; 4281 patients have been treated since its establishment in 1849, and of that number 1773 were admitted free. The total expenditures during the year amounted to $20,445, and the receipts to $14,554·24.

The following are the present officers of the Hospital:—

President—Rt. Rev. James F. Wood, D. D.
Vice-President—Very Rev. C. J. H. Carter.
Treasurer—Charles A. Repplier.
Secretary—James B. Doyle.
Managers—James M. Smith, Joseph A. Donnelly, Francis A. Drexel.
In charge—The Sisters of Charity of St. Joseph's.

RESULTS OF THE LATE WET WEATHER.—The recent rains and warm weather have had the effect of softening the earth so rapidly that many of the culverts and inlets in various parts of the city have caved in, or become so much damaged as to require immediate attention. At the meeting of the Committee on Highways yesterday, over fifty culverts and inlets, needing repairs, were reported.

The following are considered dangerous:—Northwest corner of Eleventh and Jefferson, Wildey street and Frankford road, Randolph and Poplar streets, Sixth and Oxford streets, Howard and Berks streets, York avenue and Noble street, Mervine and Jefferson streets, Poplar street, below Twelfth, Third and Spruce streets, Fifth and Commerce streets, Water street, between Market and Chesnut, Sixteenth and Filbert streets, and Seventh and Tasker streets. The Commissioners of Highways cannot repair these breaks until the Committee visit them and direct the work to be done.

REPORT OF EPISCOPAL HOSPITAL.—By the sixteenth annual report of the managers of the Hospital of the Protestant Episcopal Church in this city, it appears that the number of patients admitted in the year 1866 will exceed that of 1865 by one-fourth. The average number under care has increased to between 80 and 90. The expenses of the institution have been $33,133,55, which unfortunately created a necessity for the use of some moneys which would have been more appropriately applied to the permanent fund, the ordinary receipts of last year having fallen to that extent below the expenditures.

Nativity of patients admitted last year:—United States, 370; Ireland, 265; England, 73; Scotland, 19; Wales, 4; Germany, 70; Denmark, 7; other countries, 26. Total, 834.

Nativity of patients since the opening of the institution:—United States, 2182; Ireland, 2368; England, 503; Scotland, 116; Wales, 24; Germany, 403; Denmark, 28; other countries, 151. Total, 5775.

OBSEQUIES OF THE LATE ALEXANDER DALLAS BACHE.—The officers and members of the American Philosophical Society, the Academy of Natural Sciences, the Franklin Institute, the Trustees, Faculty, and Alumni of the University of Pennsylvania, the Faculty and Alumni of the High School, the Controllers of the Public Schools, and the Faculty of Girard College, will meet at half-past 4 o'clock P. M., to-day, in the chapel of the University of Pennsylvania, to take measures for the proper reception of the remains of the late Alexander Dallas Bache, Superintendent of the United States Coast Survey.

ANOTHER CITY LOAN.—The Committee on Finance of Councils held a meeting last evening and agreed to report a bill to Councils authorizing a loan of $1,800,000. Of this amount, $1,500,000 will be devoted to paying outstanding warrants of 1866 and previous years; $100,000 to pay for the Lansdown estate, on the west side of the Schuylkill; $100,000 for the erection of a House of Correction; and $108,000 to pay the increase of school teachers' salaries.

SURETIES APPROVED.—Lewis Cooper, Esq., and William S. Vaux, Esq., were approved last evening by the Finance Committee as the sureties of Frederick Graeff, Esq., recently elected Chief Engineer of the Water Works.

FINE HORSES PURCHASED.—The Hope Hose and Steam Fire Engine Company have purchased a fine pair of horses, at a cost of $1000.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY

SUN RISES	6·49	MOON RISES	6·53
SUN SETS	5·40	HIGH WATER	2·00

To find High Water at Lewes, Del., deduct one hour from the above.

PHILADELPHIA BOARD OF TRADE.

ANDREW WHEELER,
JAMES R. CAMPBELL, MONTHLY COMMITTEE.
EDW. Y. TOWNSEND,

MOVEMENTS OF OCEAN STEAMERS.

FOR AMERICA.			
Marathon	Liverpool	New York	Jan. 29
C. of Limerick	Liverpool	New York	Jan. 30
C. of Manchester	Liverpool	New York	Feb. 2
Wm. Penn	London	New York	Feb. 2
Tarifa	Liverpool	New York	Feb. 5
Tripoli	Liverpool	New York	Feb. 5
C. of Washington	Liverpool	New York	Feb. 6
Allemania	Southampton	New York	Feb. 6
Pennsylvania	Liverpool	New York	Feb. 6
Belgian	Liverpool	Portland	Feb. 7
Java	Liverpool	Boston	Feb. 9
City of Dublin	Liverpool	New York	Feb. 9
FOR EUROPE.			
Palmyra	New York	Liverpool	Feb. 20
Virginia	New York	Liverpool	Feb. 20
C. of Manchester	New York	Liverpool	Feb. 20
Australasian	New York	Liverpool	Feb. 20
Baltic	New York	Bremen	Feb. 21
Hibernia	New York	Glasgow	Feb. 23
C. of Washington	New York	Liverpool	Feb. 23
Chicago	New York	Liverpool	Feb. 23
Helvetia	New York	Liverpool	Feb. 23
St. Laurent	New York	Havre	Feb. 23
China	Boston	Liverpool	Feb. 27
Mississippi	New York	Havre	March 2
FOR CALIFORNIA, NEW ORLEANS, ETC.			
Tonawanda	Philadelphia	Savannah	Feb. 20
Star of the Union	Philada	New Orleans	Feb. 20
Santiago de Cuba	New York	Greytown	Feb. 20
Ocean Queen	New York	Aspinwall	Feb. 20
South America	New York	Rio Janeiro	Feb. 22
Stars and Stripes	Philada	Havana	Feb. 23
Juniata	New Orleans	Philadelphia	Feb. 23
Columbia	New York	Havana	Feb. 23
Manhattan	New York	Havana	Feb. 23
Corsica	New York	Havana	Feb. 25
Alabama	New York	Vera Cruz	Feb. 25
Rising Star	New York	Aspinwall	March 1
H. Chauncy	New York	Aspinwall	March 11
Guiding Star	New York	Rio Janeiro	March 22

CLEARED YESTERDAY.

Barque Union Heard, Trinidad de Cuba, George C. Carson & Co.

St'r J. S. Shriver, Dennis, Baltimore, A. Groves, Jr.

ARRIVED YESTERDAY.

Ship Virginia, Card, 33 days from Liverpool, with mdse. to John R. Penrose.

Br. barque Constantine, Williams, 34 days from Sombrero, with guano to Moro Phillips.

Brig Fanny, Turner, 63 days from Messina, with fruit to N. Hellings & Bro.

Br. brig Idelia, Jackson, 21 days from Matanzas, with molasses to A. Merino.

Schr J. G. Craig, Craig, 11 days from St. Jago de Cuba, with sugar and honey to George W Bernadou & Bro.

Schr Light Boat, Scaife, 26 days from Kingston, Ja., with coffee, etc., to D. N. Wetzlar & Co.

Schr Elizabeth Ann, De Cost, 20 days from Sombrero, with guano to Moro Phillips.

Schr J. W. Haig, Hickman, from Newbern, N. C., with lumber to captain.

Schr West Wind, Lawson, from New York, with mdse. to captain.

Schr A. A. Andrews, Kelly, from Boston, with mdse. to D. Cooper.

Schr A. Truedell, Barrett, 6 days from Newbern, N. C., with naval stores to Cochran, Russell & Co.

MEMORANDA.

Ship Nonpariel, Lowe, for Philadelphia, cleared at Liverpool 31st ult.

Ship Norn, Johnson, for Philadelphia, cleared at London 31st ult.

Ship Philadelphia, reported bound east, was seen 16th inst., lat. 41 12, lon. 66 17—ship Philadelphia, Sheehan, sailed from Liverpool 10th Dec. for New York.

Steamship Delaware, Thompson, hence, at Norfolk last evening.

Barque Capello, Christoffer, hence, at Cuxhaven 29th ult.

Barque John Boulton, Lindsay, for Philadelphia, sailed from Messina 25th ult.

Barque M. H. Cuthbert, Cuthbert, hence for Antwerp, sailed from Falmouth 30th ult.

Barque Minna, for Falmouth, Eng., via Philadelphia, sailed from New York 17th inst.

Schr Sirene, Hermanus, hence, at Helvoet 29th ult.

Schr Fly, Fillmore, hence, at New York yesterday.

Schr B. Sonder, Wooster, for Philadelphia, cleared at St. John, N. B., 12th inst.

Schr D. V. Stricker, Vangilder, for Philadelphia, at Charleston 16th inst.

PASTE! PASTE! PASTE!

THE UNION PASTE AND SIZING COMPANY

Manufacture a PATENT PASTE which only needs to be known to be appreciated. It is always ready for use is warranted not to ferment, and is sold cheap.

It is put up in barrels, half barrels, and boxes.

KEITH & PICKETT,
SOLE AGENTS,
1 26 tuths2m No. 134 South Wharves.

MEDICAL.

POND'S EXTRACT OF HAMAMELIS,

Or Pain Destroyer,

Is one of the few domestic remedies which have come into general use and favor, without puffing. It is the product of a simple shrub, harmless in all cases, and, as a domestic remedy, unequalled.

CURES:

BURNS,
BRUISES,
LAMENESS,
SORENESS,
SPRAINS,
SORE THROAT,
TOOTHACHE,
EARACHE,
NEURALGIA,
RHEUMATISM
LUMBAGO,
PILES,

BOILS
STINGS,
SORE EYES,
BLEEDING OF THE LUNGS,
NOSE,
STOMACH,

CORNS,
ULCERS,
OLD SORES,

And other similar troublesome and painful affections, while it promptly arrests all HEMORRHAGES. Hundreds of physicians use it daily in their practice and give it their unqualified recommendation. Sold by our agents and dealers.

The Medicine is exclusively prepared by the subscribers, Proprietors and successors to T. T. POND, to whom all orders must be addressed.

HUMPHREYS' HOMŒOPATHIC MEDICINE CO.,
No. 562 BROADWAY, New York.

PRICES OF POND'S EXTRACT.

Six ounce bottles, with directions, retail.........50 cents
Pint bottles, with directions, retail.........$1·00
Quarts in bottle.........$1·75
Liberal discount to Physicians and Dealers.

SIMILIA SIMILIBUS CURANTUR.

HUMPHREYS' HOMŒOPATHIC SPECIFICS.

FAMILY CASES!

Of 35 large vials, morocco case, containing a specific for every ordinary disease a family is subject to, and a book of directions.........$10·00
Smaller Family and Travelling cases, with 20 to 28 vials.........$5 to $8
Specifics for all Diseases, both for Curing and for Preventive treatment, in vials and pocket cases.........$2 to $5

These Remedies, by the case or single box, are sent to any part of the country, by Mail or Express, free of charge, on receipt of the price.

Address—HUMPHREYS' SPECIFIC HOMŒOPATHIC MEDICINE COMPANY, Office and Depot, No 562 BROADWAY, New York.

Dr. HUMPHREYS is consulted daily at his office, personally or by letter, as above, for all forms of disease.

For sale by DYOTT & CO., JOHNSON, HOLLOWAY & COWDEN, T. B. CALLENDER, and AMBROSE SMITH. Wholesale Agents, Philadelphia, and at ELITHE'S Drug Store, No. 3120 Market street, and by all Druggists 6 27 tuths

DR. J. S. ROSE'S ALTERATIVE.

THE GREAT BLOOD PURIFIER.

If you have corrupt, disordered, or vitiated blood, you are sick all over. It may appear as pimples, sores, or as some active disease, or it may only make you feel languid or depressed; but you cannot have good health if your blood is impure. Dr. Rose's Alterative removes all these impurities, and is the remedy that will restore you to health

It is unequalled for the cure of all diseases of the glands, scrofula, tubercular consumption, and all eruptions of the skin. Price $1. Sole agents,

DYOTT & CO.,
No 232 North SECOND Street

DR. DYOTT'S ITCH OINTMENT

will cure every form of itch, and is superior to any other remedy for the cure of that disagreeable and tormenting complaint. Price 25 cents Sent per mail, 40 cents.

DYOTT & CO.,
No. 232 North SECOND Street.

DR. J. S. ROSE'S EXPECTORANT.

For the cure of consumption, coughs, colds, asthma, catarrh, influenza, spitting of blood, bronchitis, and all diseases of the lungs.

This syrup having stood the test of many years' experience as a remedy for irritation or any inflammation of the lungs, throat, or bronchia, is acknowledged by all to be a remedy superior to any other known compound used for the relief and cure of coughs and consumption. Price $1. Sole agents.

DYOTT & CO
9 8 6m No. 232 North SECOND Street.

FERTILIZERS.

BAUGH'S RAW BONE

SUPER-PHOSPHATE OF LIME

The great Fertilizer for all crops. Quick in its action and permanent in its effects. Established over twelve years

Dealers supplied by the cargo, direct from the wharf of the manufactory, on liberal terms.

Manufactured only by

BAUGH & SONS,
Office No. 20 South DELAWARE Avenue
8 4smw Philadelphia.

AMMONIATED PHOSPHATE,

AN UNSURPASSED FERTILIZER

For Wheat, Corn, Oats, Potatoes, Grass, the Vegetable, Garden, Fruit Trees, Grape Vines, Etc. Etc.

This Fertilizer contains Ground Bone and the best Fertilizing Salts.

Price $60 per ton of 2000 pounds. For sale by the manufacturers,

WILLIAM ELLIS & CO.,
CHEMISTS,
1 28 mwf5 No. 724 MARKET Street.

STOVES, RANGES, ETC.

CULVER'S NEW PATENT

Deep Sand-Joint

HOT-AIR FURNACE.

RANGES OF ALL SIZES.

Also, Philegar's New Low Pressure Steam Heating Apparatus.

FOR SALE BY

CHARLES WILLIAMS,
5 10§ No. 1182 MARKET Street.

THOMPSON'S LONDON KITCHENER, OR EUROPEAN RANGE, for Families, Hotels or Public Institutions, in TWENTY DIFFERENT SIZES. Also, Philadelphia Ranges Hot-Air Furnaces, Portable Heaters, Lowdown Grates Fireboard Stoves, Bath Boilers, Stewhole Plates Boilers, Cooking Stoves, etc., wholesale and retail, by the manufacturers. SHARPE & THOMSON,
1117 stuth 6m No. 209 N. SECOND Street.

HOUSE AND SIGN PAINTING.

THOMAS A. FAHY,

HOUSE AND SIGN PAINTER,

(Late Fahy & Bro.),

No. 31 North THIRD Street.

City and country trade solicited. Satisfaction guaranteed on all work. 2 11 1m

EDWARD DUNN,

(Late of the Firm of FAHY & BRO.)

HOUSE AND SIGN PAINTER.

Glazing, Graining, Gilding etc.

No. 53 SOUTH FOURTH STREET,
29 Philadelphia.

TO CONTRACTORS AND MINERS.—THE Commissioners on the Troy and Greenfield Railroad and Hoosac Tunnel, acting for the State of Massachusetts, invite Proposals, until the 10th day of March next, for Excavating said Tunnel at three different sections of that work.

This Tunnel, when completed, will be about 4¾ miles in length, extending from the town of Florida, through the Hoosac Mountain, to the town of North Adams.

The *Eastern End* has been penetrated from the grade of the Railroad 2500 feet, 2400 feet of which consist of an opening of about 10 cubic yards to each lineal foot, the same to be enlarged to a section containing about 17 cubic yards to each foot; the remaining 1100 feet being heading—now measuring upon an average 4 cubic yards per running foot—to be enlarged to the full section; making some 35,000 cubic yards to be removed.

A further section of the work will also be let to the successful bidder for the above-named enlargement, if satisfactory terms shall be offered.

The *Western End* is worked from a shaft 318 feet deep. The easterly heading from this shaft—of about six cubic yards to each lineal foot—extends 1100 feet and is to be enlarged to a section containing 17 yards per foot, requiring the removal of 12,000 cubic yards. Bids for that amount, and for an extension in either direction of the heading and enlargement at this point, will be received.

The *Central End* of an elliptical form, 27 to 15 feet, now 400 feet in depth, is to be sunk to grade, 1030 feet from the surface, requiring the removal of about 8000 cubic yards.

All the work to be done is in Talcose Slate, and will require neither masonry nor supports of any kind.

Buildings, machinery, and means of ventilation, all of the most substantial character, have been provided, and will be furnished to contractors.

Ample sureties will be required from parties who may be contracted with, and the Commissioners reserve the right to reject all offers that may be made.

Plans and specifications may be seen on application to ALVAH CROCKER, at the Engineer's Office, North Adams, Massachusetts; and other information may be obtained from JAMES M. SHUPE, Room No 10, No. 13 Exchange street, Boston, to whom proposals may be directed.

JAMES M. SHUTE,
ALVAH CROCKER,
CHARLES HUDSON,
Commissioners.
Boston, January 30, 1867 5 4sw

AMUSEMENTS.

ACADEMY OF MUSIC.
RICHINGS' ENGLISH OPERA TROUPE.
CAROLINE RICHINGS.........Directress
THIS (Tuesday) EVENING, February 19,
POSITIVELY LAST TIME OF
LA SONNAMBULA,
with Campbell, Castle, Arnold, Miss C. Richings, Mrs. Arnold and Mrs. Boudinot in the cast.
WEDNESDAY EVENING,
BENEFIT OF MRS. E. SEGUIN.
First time of
LINDA DI CHAMOUNIX.
THURSDAY EVENING, February 21,
Balfe's Spectacular Opera,
THE ENCHANTRESS.
Full strength of the Troupe in the cast.

NEW CHESNUT STREET THEATRE.
FIRST WEEK OF
MISS HELEN WESTERN.
CHANGE OF BILL.
TWO DRAMAS.
SATAN IN PARIS.
MISS HELEN WESTERN IN SIX CHARACTERS.
DON CÆSAR DE BAZAN.
Don Cæsar.........Miss HELEN WESTERN
FRIDAY AFTERNOON, February 22,
WASHINGTON'S BIRTHDAY MATINEE.
SATURDAY, REGULAR MATINEE.

MRS. JOHN DREW'S NEW ARCH STREET THEATRE. Begins at 7½ o'clock.
LAST NIGHTS OF G. L. FOX,
WHO WILL APPEAR IN THREE PIECES.
MONDAY AND TUESDAY EVENINGS,
TWENTY-NINTH AND THIRTIETH TIME OF
JACK AND GILL,
by G. L. FOX and Troupe.
The Drama of 102.
Philip Garbois.........G. L. FOX
STATE SECRETS.
Gregory Thimblewell.........G. L. FOX
aided by the Dramatic Company. [2 18 2t
FRIDAY, WASHINGTON'S BIRTHDAY,
FAREWELL BENEFIT OF G. L. FOX.
FIRST NIGHT OF MISS FANNY HERRING.

WALNUT STREET THEATRE,
N. E. corner of NINTH and WALNUT Streets.
Commences at 7½ o'clock.
THIS (Tuesday) EVENING, February 19,
LAST NIGHT BUT FOUR
of the celebrated Tragedienne,
MRS. D. P. BOWERS,
who will appear in her great character of
JULIA,
in Knowles' celebrated Play, in five acts, of
THE HUNCHBACK.
Sir Thomas Clifford.........Mr. J. C. McCOLLOM
Master Walter.........Mr. J. B. ROBERTS
WEDNESDAY—LADY AUDLEY'S SECRET.

FOX'S AMERICAN VARIETY THEATRE.—
IMMENSE ATTRACTION.
FOX'S COMBINATION TROUPE
EVERY EVENING.
GRAND CORPS DE BALLET, COMIC PANTOMIME
ETHIOPIAN BURLESQUE, COMIC PANTOMIME

NEW ELEVENTH STREET OPERA HOUSE,
ELEVENTH Street, above CHESNUT.
"THE FAMILY RESORT"
OPEN FOR THE SEASON.
CARNCROSS & DIXEY'S MINSTRELS,
the Great Star Troupe of the World, in their GRAND ETHIOPIAN SOIREES, SONGS, DANCES, NEW BURLESQUES, and PLANTATION SCENES.
Doors open at 7 o'clock. Commencing at 8 o'clock.
8 30 J. L. CARNCROSS, Manager.

GERMANIA ORCHESTRA.—PUBLIC REhearsals every SATURDAY AFTERNOON, at MUSICAL FUND HALL, 3½ o'clock. Engagements made by addressing GEORGE BASTERT, Agent, No. 1231 MONTEREY St., between Race and Vine. [2 6 3m

BRADFORD'S LAST GREAT PAINTING
"SEALERS CRUSHED BY ICEBERGS,"
NOW ON EXHIBITION AT
SCOTT'S ART GALLERY
No. 1020 CHESNUT Street. 1 24tf

VENUS.—THIS SUPERB PAINTING BY VERON FLETCHER, now on exhibition at the PHILADELPHIA ART GALLERY, No. 1305 CHESNUT Street. [2 18 6t*

COSTUMES! COSTUMES

The most splendid assortment of Costumes and Properties for Masquerades, Sociables, etc., are offered at the old-established stand,

No. 917 RACE Street,

so well patronized for the last twenty-five years.

Masks of every description for sale, and no effort spared to please the fancy of patrons.

2 7 1m W. C. DESMOND.

PROPOSALS.

GOVERNMENT SALE.—

The property known as the
GOVERNMENT TANNERY AND STEAM SAW MILL,
with seventy-five acres of land, near SAN ANTONIO, Texas.

Sealed proposals, in duplicate, will be received up to the first day of March, 1867, for the purchase of 75 acres of land, more or less, together with the buildings erected thereon, and the appurtenances appertaining, that is to say:—

One Tannery, containing twelve stone lime vats fifty-two wooden vats, seven stone pools, and capable of tanning 15,000 hides per annum.

One Steam Saw Mill, capable of sawing 3000 feet of lumber daily.

One small Stone Building.

The above property is situated about two miles above San Antonio, on the San Antonio river, and the water is conducted to the establishment by a race of hewn stone, laid in cement.

The land was purchased and improvements made by the late so-called Confederate Government, and are estimated to have cost $150,000 in gold.

The property has been under lease for the year 1866, at a monthly rent of $500, payable in advance. A secured title in fee simple will be given by the United States Government.

Proposals will be marked, "Proposals for Government Tannery and Saw Mill," and addressed to

J. B. KIDDOO,
Bvt Maj.-Gen. Asst Com'n, Bureau R. F. and
" Galveston, Texas. 7w

PROPOSALS FOR NEW JAIL.—DEPARTment of the Interior.

WASHINGTON, January 24, 1867.

Sealed Proposals will be received at this Department until 12 o'clock M., on MONDAY, the 4th of March, 1867, for the erection of the Jail in and for the District of Columbia, authorized and provided for by the act of Congress approved July 25, 1866.

The designs, detail drawings, and specifications can be seen at the architect's office, in the eastern grounds of the Capitol, Washington city, every day, except Sundays, between the hours of 9 A. M. and 3 P. M., on and after the 28th instant.

Separate bids will be received for the masonry work, brick work, iron work, and carpentry work.

The contractor whose bid may be accepted will be required to enter into a sufficient bond, to be approved by the Secretary of the Interior, for the faithful completion of his contract. Payments will be made as the work progresses, on estimates certified to by the architect, but twenty per centum of the estimates will be retained until the contract is completed.

The contract will be awarded to the lowest responsible bidder, but the Department reserves the right to reject any or all of the bids, should it be deemed for the interest of the Government to do so.

The bids will be opened at noon on the 4th of March next, in presence of such of the bidders as may choose to attend.

Proposals should be endorsed on the envelope "Proposal for New Jail," and be directed to the "Secretary of the Interior, Washington, D. C."

O. H. BROWNING,
1 26 s6t Secretary of the Interior.

COAL.

COAL! COAL! COAL!

J. A. WILSON'S

(Successor to W. L. Foulk,)

LEHIGH AND SCHUYLKILL

FAMILY COAL YARD,

No. 1517 CALLOWHILL St., Phila.

Attention is called to my HONEY BROOK LEHIGH and RE-BROKEN SCHUYLKILL, both superior and unsurpassed Coal.

Coal and Preparations best in the city 9 25 6m

R. W. PATRICK & CO.,

NO. 304 N. BROAD ST.,

DEALERS IN

LEHIGH AND SCHUYLKILL COAL

HAZLETON, MAHANOY, EAGLE VEIN, AND RE-BROKEN STOVE,

Always on hand, under cover, and free from DIRT & SLATE. [8 25 smw6m

THE NEWS-STAND, S. W. CORNER SEVENTH and CHESNUT Streets, is open daily until 9 P. M., for the sale of the leading Morning, Evening, Weekly, Sunday, and Illustrated Newspapers of this city; together with the New York dailies weeklies, etc.] 72

PROPOSALS

PROPOSALS FOR ARMY TRANSPORTATION.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., January 15 1867.

Sealed Proposals will be received at this office until 12 o'clock M., on the 28th of February, 1867, for the transportation of Military Supplies, during the year commencing April 1, 1867, and ending March 31, 1868, on the following routes:—

ROUTE No. 1

From Fort McPherson, Nebraska Territory, or such parts as may be determined upon during the year on the Omaha branch of the Union Pacific Railroad, west of Fort McPherson or from Fort Laramie, Dakotah Territory, to such posts or depots as are now or may be established in the Territory of Nebraska, west of longitude 102 deg., in the Territory of Montana, south of latitude 40 deg., in the Territory of Dakotah, west of longitude 104 deg., in the Territory of Idaho, south of latitude 44 deg., and east of longitude 114 deg., and in the Territories of Utah and Colorado north of latitude 40 deg., including, if necessary, Denver City.

ROUTE No. 2.

From Fort Riley, State of Kansas, or such points as may be determined upon during the year on the Union Pacific Railroad, E. D., to any posts or depots that are now or may be established in the State of Kansas or in the Territory of Colorado, south of 40 degrees north, and to Fort Union, New Mexico, or other depot that may be designated in that Territory, and to any other point or points on the route.

ROUTE No. 3.

From Fort Union or such other depot as may be established in the Territory of New Mexico, to any posts or stations that are or may be established in that Territory, and to such posts or stations as may be designated in the Territory of Arizona, and in the State of Texas west of longitude 105 degrees.

ROUTE No. 4.

From St. Paul, Minnesota, to such posts as are now or may be established in the State of Minnesota, and in that portion of Dakotah Territory lying east of the Missouri river.

The weight to be transported during the year will not exceed, on Route No. 1, 30,000 000 pounds; on Route No. 2, 20,000,000 pounds; on Route No 3, 8 000,000 pounds; and on Route No. 4, 3,500,000 pounds.

Proposals will be made for each route separately.

Bidders will state the rate per 100 pounds per 100 miles, at which they will transport the stores in each month of the year, beginning April 1, 1867, and ending March 31, 1868.

Bidders should give their names in full, as well as their places of residence, and each proposal should be accompanied by a bond in the sum of ten thousand ($10,000) dollars, signed by two or more responsible persons, guaranteeing that in case a contract is awarded for the route mentioned in the proposal to the party proposing, the contract will be accepted and entered into, and good and sufficient security furnished by said party in accordance with the terms of this advertisement.

The contractor will be required to give bonds the following amounts:—

On Route No 1, $250,000.
On Route No. 2 $200,000.
On Route No. 3, $100,000.
On Route No. 4 $50,000.

Satisfactory evidence of the loyalty and solvency of each bidder and person offered as security will be required.

Proposals must be endorsed "Proposals for Army Transportation on Route No. 1, 2, 3, or 4," as the case may be, and none will be entertained unless they fully comply with the requirements of this advertisement.

The party to whom an award is made must be prepared to execute the contract at once, and to give the required bonds for the faithful performance of the contract

The right to reject any and all bids that may be offered is reserved.

The contractors on each route must be in readiness for service by the 1st day of April, 1867, and will be required to have a place of business or agency at which he may be communicated with promptly and readily for Route No. 1 at Omaha, N. T.; for Route No 2 at Fort Riley, Kansas; for Route No. 3 at Fort Union, New Mexico; for Route No. 4 at Saint Paul, Minnesota, or at such other point for each of the several routes as may be indicated as the starting point of the route.

Blank forms showing the conditions of the contract to be entered into for each route can be had on application at this office, or at the office of the Quartermaster at New York, Saint Louis, Fort Leavenworth, Omaha, Santa Fe, and Fort Snelling, and must accompany and be a part of the proposal

By order of the Quartermaster-General.

1 19tF28] ALEXANDER BLISS,
Brevet Colonel and Assistant Quartermaster, U.S.A.

PROPOSALS FOR CONTINUING DELAWARE BREAKWATER.

UNITED STATES ENGINEER OFFICE,
No 209 S. SIXTH Street,
PHILADELPHIA, Pa, January 31, 1867.

Sealed Proposals, in duplicate, with a copy of this advertisement attached to each, will be received at this office until the 23d of February, 1867, for the labor necessary to put in position about sixty-seven thousand dollars ($67,000) worth of Stone at the Delaware Breakwater.

Four-fifths of the stones are to be in irregular blocks, each of from two to five tons or thereabouts in weight; one-fifth in blocks of less than two tons; all stones laid dry.

Bidders to furnish their own machinery, boats, buoys, etc., and whatever may be requisite to receive and put the stones in place.

The work at all times to be subject to rigid inspection by the Engineer and his agents, and not to be paid for until approved by him or them.

A deduction of 15 percentum on partial payments will be made until the completion of all the labor.

The labor of putting the stones in place to commence on or about the 15th of May, and to be completed by the 15th of September, 1867.

Bidders will state in their proposals the rate of labor, per ton of 2240 lbs. at which they will put in place the stones delivered them at the Breakwater.

Each bid must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be certified to as being good and sufficient security by the United States District Judge, Attorney, or Collector, or other public officer.

The right to reject any or all bids is reserved.

Envelopes to be indorsed "Proposals for Labor for Delaware Breakwater."

Bids will be opened at 12 o'clock M., on SATURDAY, the 23d of February, 1867, and bidders are invited to be present.

For further particulars, apply at this office.

C. SEAFORTH STEWART,
1 31thstu12t Major of Eng's and Bvt Lt.-Col.

PROPOSALS FOR CONTINUING DELAWARE BREAKWATER.

UNITED STATES ENGINEER OFFICE,
No. 209 SOUTH SIXTH STREET,
PHILADELPHIA, January 7, 1867.

Sealed Proposals, in duplicate, with a copy of this advertisement attached to each, will be received at this office until the 21st of February, 1867, for stone to the amount of $67,000 (sixty-seven thousand dollars), for the Delaware Breakwater.

The stone to be of the hardest and most durable quality; the delivery to commence on or about the 15th of May, and to be completed by the 15th of September, and the weekly delivery to be as nearly as possible uniform.

Of the total amount of stone, four-fifths are required to be in blocks of not less than two tons, and one-fifth in blocks of upwards of one-fourth of a ton.

The stones will be subject to rigid inspection, and will be received or not, as the Engineer, or his agents, shall find them to accord, or not, as to quality and size, with the above description.

Each bid must be guaranteed by two responsible persons, whose signatures should be appended to the guarantee, and who should be certified to as being good and sufficient security, by the United States District Judge, Attorney, or Collector, or other public officer.

A reservation of ten per centum on partial payments will be made during the delivery of the stone.

Envelopes to be endorsed, "Proposals for Stone for Delaware Breakwater."

Bids will be opened at 12 o'clock M., on THURSDAY, the 21st of February, 1867, and bidders are invited to be present.

For further information, apply at this office.

C. SEAFORTH STEWART,
1 8 tuths 6w Maj. Eng. and Bvt. Lt.-Col.

OFFICE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, February 4, 1867.

Proposals will be received at the Office of the Pennsylvania Railroad Company, Philadelphia, until the first day of May, 1867, inclusive (unless a satisfactory proposal should be received and accepted previously), from responsible parties desiring to contract with said Company for the establishment of a direct Line of Steamships between Philadelphia and Liverpool.

Blank forms of proposals, with detailed information, will be furnished upon application to

2 7 t5 1 EDMUND SMITH, Secretary.

CUTLERY, ETC.

CUTLERY.

A fine assortment of POCKET and TABLE CUTLERY, RAZORS, RAZOR STROPS, LADIES' SCISSORS PAPER AND TAILORS SHEARS, ETC., at

L. V. HELMOLD'S
Cutlery Store, No. 135 South TENTH Street,
185 Three doors above Walnut

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. Third Street.

Price, Three Cents Per Copy (Double Sheet), or Eighteen Cents Per Week, payable to the Carrier, and mailed to Subscribers out of the city at Nine Dollars Per Annum; One Dollar and Fifty Cents for Two Months, invariably in advance for the period ordered.

TUESDAY, FEBRUARY 19, 1867.

All Hail, Tennessee!

THE Union men of Tennessee have at last risen to the full altitude of the occasion, and have placed themselves upon a vantage ground from which they can never be dislodged. They have adopted the doctrine of universal manhood suffrage, save for the disqualification of crime. The movement is as wise as it is bold. It at once places the political power of that State in the hands of the loyal men who constitute an undisputed majority of her citizens. Hitherto the loyal men have brought only a part of their forces into the field, and the battle has been a sore one. Now the loyal masses stand in solid phalanx, and will achieve an enduring victory.

In opening the ballot-box to her colored citizens, Tennessee is but restoring to them the exercise of a right which they once, and for a long time, enjoyed unchallenged. What seems like a vast stride in advance is but a return to the earlier and purer doctrines of the republic. It is but a going back to what was law in Tennessee from 1796 to 1835—a healthy reaction from that iniquitous policy of disfranchisement inaugurated by the slave power. For forty years, in the early history of Tennessee, her colored citizens exercised the right of the elective franchise. The slave power then deprived them of it for more than thirty years. And now, with the downfall of the slave power, comes the restoration of their long-lost rights.

The policy adopted by the Union men of Tennessee is the true one for every Southern State. The loyal people are a majority of the whole Southern population. Let the colored patriots be allowed to vote in defense of the same Government for which they fought, and the future is safe. The permanent disfranchisement of *all* who participated in the Rebellion is hardly practicable, if desirable. Enfranchisement is our true policy. Disfranchisement weakens the great basis upon which popular government rests; enfranchisement strengthens it. Once and forever strike down those aristocratical distinctions and disfranchisements which were the necessary concomitants of the slave power—reorganize the South upon a real democratic basis, putting the power into the hands of the *people*, and the mightiest political problem of our times will have been peacefully and happily solved.

The Proposed Change in our Common School System.

MR. JAMES N. MARKS moved in the State Legislature yesterday, a bill which provides for changing the mode of selecting the members of the Board of School Controllers, and makes these officers appointive by the Court of Common Pleas and the District Court, instead of being selected by the people. We do not know what are the minor provisions of the proposed law, but the central idea of having those who have charge of our whole educational system appointed, instead of chosen on political grounds, is one which meets our hearty concurrence. In a republic there is no department of Government on which the safety of the country rests so entirely, as it does on that which provides for the education of the children. Those men who are destined hereafter to make the laws of America, to chose her officers, and act as the electors of a great people, are to-day within the control of the Commonwealth. The minds which, if once inoculated with bigotry and ignorance, cannot be moved, are now plastic, and can be moulded at the will of the teacher. Now is the chance for the republic to make faithful servants and efficient citizens. Who can doubt but that the late war was due entirely to the education of the Southern children in the lessons of slavery and secession? It is, therefore, of the most vital importance that the school system be kept pure and free from the contamination of party politics. This is impossible so long as those who have the direction are elected on party tickets, and on grounds of devotion to party principles, and not intellectual qualifications. We do not mean to reflect on any gentlemen who now constitute or have heretofore constituted the Board of School Controllers. We only wonder that so much intelligence has been secured under so defective a system. We oppose the whole fabric of the Board as it now stands, and favor the proposed reform of Mr. Marks. The bill may not immediately pass—it probably will not—but ultimately it will succeed. We can see no good reason why the Board of Controllers should not be appointed by the Courts, when the Board of Guardians and all similar bodies are. Every argument in favor of the Guardians being so selected is applicable in the case of the Controllers; and in addition, the powerful reason that the power of the latter is a thousand times greater than that of the former. The position of Controller is one given to party favorites who are not of sufficient consequence to merit a lucrative office. In Boston, such a plan has long been in vogue, and the Controllers there are the first men of the city. Edward Everett, and many others of like force of character and fame, held the office when in the plentitude of their influence. The reform is needed, and we hope will speedily receive the attention of the Legislature. All the good members of the Board would be retained by the Judges, while those who are incompetent would have their places filled by men of talent and high probity. We can see no evil which will result from the change, and cannot but anticipate much good.

The Pennsylvania Railroad.

WE publish this afternoon the twentieth annual report of the Pennsylvania Railroad Company, showing the operations of the main lines and all its branches and canals during the year 1866. The prosperity which has attended the work during this period is a matter of congratulation, not only to the stockholders and others who are directly interested, but to the people of the State at large as well. The report establishes the gratifying fact that its present strong position from a financial point ofview is owing in great measure to the policy adopted by it of promoting the development of the interior of the State by assisting in the completion and extension of other railroads, whose capital was not sufficiently large to enable them to make the necessary investments. The assistance afforded other roads, however, has not been restricted to those within the State; but by the hearty concurrence of the stockholders, it has been freely tendered to the connecting lines to the westward, and the results have more than justified the risks thereby incurred, by concentrating at the western terminus of the road an immense amount of traffic which would otherwise have been diverted elsewhere. In all these operations, the policy originally adopted by the Company of limiting its indebtedness to the capital stock has been invariably pursued.

The endorsement of the bonds of other roads has been restricted to $5,000,000 of the first mortgages of the Philadelphia and Erie road, which the Company has leased for 999 years; and to $800,000 of the Western Pennsylvania, and $1,000,000 of the Connecting Railroad companies, in both of which the Pennsylvania Company is the owner of nearly the whole of the capital stock.

The gross earnings of the road during the year have amounted to $16,583,883; the ordinary expenses being $10,615,362, and the extraordinary expenses $2,174,547. The total expenses were, therefore, $12,790,909, leaving a clear balance of $3,792,974. The gross revenue for the year was $875,287 less than during the previous year; but of this amount $717,899 was caused by the decrease in the receipts from transportation of troops on Govment account. During 1865, the number of passengers carried was 3,861,836, which decreased to 2,673,568 for 1866. But the freight transported during 1866 amounted to 3,452,718 tons, an increase on the previous year of 653,908 tons, or nearly 25 per cent.

The report dwells at some length upon the experiments which have been made with steel rails as a substitute for those of the ordinary description. The management is satisfied from these experiments that the Bessemer steel rails are eight times durable as the best of iron rails, while the cost of the former is but twice that of the latter, and can certainly be reduced when further experience enables us to produce them at home.

Congressional Blackguards.

THE term of the present Congress expires at noon on the 4th of March, and to prevent the President from "pocketing" any of the measures now before either House—many of them of vital interest to the country—their passage through both branches must be effected before to-morrow evening. Notwithstanding all this, on Saturday evening last, the Hon. Ebenezer Dumont, of Indiana, thought it becoming to edify the House of Representatives with a discourse based on the following newspaper paragraph as a text:—

> "An old hotel-keeper in Washington once posted on his dining-room door the following notice—"Members of Congress will go to the table first, and then the gentlemen. Rowdies and blackguards must not mix with the Congressmen, as it is hard to tell one from the other."

And, determined to follow up his text to the very letter, he fortified his denunciations of the Supreme Court by relating several anecdotes, all of which went to show that a man may sit upon the bench and at the same time be an *ignoramus* and an *ass*. Among these anecdotes was one concerning a certain Justice of the Peace—in Indiana, we imagine—who went to the Clerk of the Court, and, having filed his official bond, requested that functionary to qualify him; whereupon the gentlemanly Clerk responded as follows:—"Hold up your hand and I'll swear you; all *hell* couldn't qualify you!" And, as if it were not enough for members of the House of Representatives to indulge in the use of such words as we have italicised, on Sunday morning Senator Doolittle, of Wisconsin, whose bitter partisanship heretofore has not been altogether devoid of dignity, declared that the title of the pending Louisiana bill should be so amended as to read, "An act to organize *hell* in Louisiana."

The Congressional reporters inform us that Mr. Dumont's humorous little anecdote created general laughter, and that Senator Doolittle's profanity was greeted by "applause in the galleries, mingled with hisses." The spectators who expressed their disapproval on this occasion would be entitled to considerable credit, although they were guilty of violating a rule of the Senate, if they could convince us that they hissed the language of the Senator, and not his sentiments alone.

Now if anything is needed to convince the world that the old Washington hotel-keeper was a man of quick perceptions and clear judgment, although he confessed his inability to distinguish a blackguard from a Congressman, it is the use by the latter of just such language as fell from the lips of Senator Doolittle and Representative Dumont. In any ordinarily respectable community, a man who was addicted to the use of such language would be shunned by the better class. And when the members of the national legislature, in the course of a debate upon the most serious measures that have ever been considered by that or any other law-making body, give utterance to such language, we consider a vote of censure the mildest rebuke that would befit their case. Although members of Congress have been so rebuked for giving the lie to each other, and although an incipient temperance society has been organized among them, it does not appear that any one considered the bandying of such words as deserving of any notice whatever. Still, we have good cause to be thankful that pistols have gone out of fashion for a time.

The Bill for the Government of the Rebel States.

THE Military Reconstruction bill, as amended by the Senate, came up in the House yesterday, when Mr. Stevens moved to non-concur in the Senate's amendments, and to ask for a committee of conference. Mr. Spalding moved, as an amendment to Mr. Stevens' motion, that the House concur in the Senate's amendments. A long debate followed, participated in by a large number of the members, and revealing apparently a pretty close division of sentiment in regard to the bill. Finally, by general consent, it was agreed that the bill should be debated until 11 o'clock A. M. to-day, when the vote should be taken.

The House, upon taking up the bill this morning, refused, by a decisive majority, to concur in the Senate's amendments, and requested a committee of conference. This is virtually a defeat of the entire measure for the present session. However, as the Fortieth Congress assembles on the 4th of March, when the whole subject can be considered at greater length and with more care, we are not inclined to mourn over its temporary defeat.

There is still time for the Senate to take up and pass Mr. Eliot's Louisiana bill, which has passed the House.

NAVAL OFFICER.—The President has nominated for Naval Officer of this port Mr. Sydenham E. Ancona, for many years a member of Congress from Berks county, and a life-long Democrat of the most outspoken character. We hear nothing against Mr. Ancona's character—which is a refreshing variation from the generality of nominees—and as it is the policy of the Senate to confirm Democrats, but reject renegade Republicans, it is probable that he will secure a confirmation.

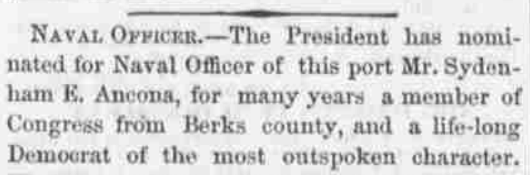
MR. GREELEY AND THE POSTMASTER-GENERALSHIP.—It is rumored that the President is about to offer, or has offered, the position of Postmaster-General to Horace Greeley. We think the country would very generally sanction such an appointment, both in deference to the acknowledged ability of Mr. Greeley himself, and as an indication on the part of the Administration of a return to political principles more in harmony with the sentiments of the people.

SPECIAL NOTICES.

☞ NEWSPAPER ADVERTISING.—JOY, COE & CO. Agents for the "TELEGRAPH," and Newspaper Press of the whole country, have REMOVED from FIFTH and CHESNUT Streets to No. 144 S. SIXTH Street, second door above WALNUT.
OFFICES:—No. 144 S. SIXTH Street, Philadelphia; TRIBUNE BUILDINGS, New York. 7 30 §p

☞ NINTH WARD UNION REPUBLICAN ASSOCIATION.
A Special Meeting of NINTH WARD UNION REPUBLICAN ASSOCIATION will be held on TUESDAY EVENING, February 19, at 7½ o'clock, at the Hall, MARKET and MERRICK Streets. Punctual attendance is requested.
WILLIAM S. STOKLEY, President.
JOHN L. HILL, Secretary. 2 16 3t

☞ OFFICE OF TREMONT COAL COMPANY, No. 18 PHILADELPHIA EXCHANGE,
PHILADELPHIA, February 11, 1867.
NOTICE.
The Annual Meeting of the Stockholders of the Tremont Coal Company will be held at No. 16 Philadelphia Exchange, in the city of Philadelphia, on TUESDAY, the twenty-sixth day of February, at 12 o'clock M., at which time and place the Annual Election for President and Directors, to serve the ensuing year, will be held.
2 11 12t GEORGE H. COLKET, Secretary.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FAMILY SEWING-MACHINES.

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THE BEST IN THE WORLD.
Harmless, reliable, instantaneous. The only perfect dye. No disappointment, no ridiculous tints, but true to nature, black or brown.
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ALSO,
Regenerating Extract of Millefleurs restores, preserves, and beautifies the hair, prevents baldness. Sold by all Druggists. Factory No. 81 BARCLAY Street, New York. 3 3§

SPECIAL NOTICE.
FRANK GRANELLO,
TAILOR,
No. 921 CHESNUT Street,
(Formerly of No. 132 S. FOURTH Street),
HAS JUST OPENED WITH AN ENTIRE NEW STOCK OF
CLOTHS, CASSIMERES AND VESTINGS
Made up to the order of all Gentlemen who are desirous of procuring a first-class fashionable garment. 2 6 wfm 6m

STEINWAY & SONS'
GRAND SQUARE AND UPRIGHT PIANO FORTES.
STEINWAY & SONS direct special attention to their newly invented "Upright" Pianos, with their "*Patent Resonator*" and *double* Iron Frame, patented June 5, 1866. This invention consists in providing the instrument (in addition to the iron frame in *front* of the soundboard), with an iron brace frame in the *rear* of it, both frames being cast in *one piece*, thereby imparting a solidity of construction and capacity of standing in tune never before attained in that class of instrument.
The soundboard is supported between the two frames by an apparatus regulating its tension, so that the greatest possible degree of sound producing capacity is obtained, and regulated to the nicest desirable point.
The great volume and exquisite quality of tone, as well as elasticity and promptness of action, of these new Upright Pianos have elicited the unqualified admiration of the musical profession and all who have heard them.
BLASIUS BROTHERS confidently offer these beautiful instruments to the public, and invite every lover of music to call and examine them.
Every Piano is constructed with their Patent Agraffe Arrangement applied directly to the full Iron Frame.
For sale only by **BLASIUS BROTHERS,**
1 28 1m4p* No. 1006 CHESNUT Street.

THE PIANOS WHICH WE MANUFACTURE recommend themselves. We promise to our patrons clear, beautiful tones, elegant workmanship, durability, and reasonable prices, combined with a full guarantee. For sale only at No. 1017 WALNUT Street.
5 29§7 UNION PIANO MANUFACTURING CO.

SPECIAL NOTICES.

☞ LECTURE.—REV. JOS. S. COOPER, D. D., will repeat his Lecture on "SCENES AND INCIDENTS OF A TRIP TO CALIFORNIA," in the SIXTH U. P. CHURCH, RACE Street, above Twenty-first, on THURSDAY EVENING, February 21. Tickets, 25 cents. Proceeds for the benefit of the Sabbath School. 2 19tu1821*

☞ GIRARD COLLEGE.
Notice is hereby given that a vacancy exists in this Institution in the Professorship of
"INDUSTRIAL SCIENCE,"
(Natural Philosophy and Chemistry, as applied especially to the arts), and that applications for the position will be received by the undersigned until the 1st of March next. Salary, $2250 per annum.
HENRY W. AREY,
Secretary Girard College,
2 15 12t4p No. 257 South NINTH Street.

☞ OFFICE PENNSYLVANIA RAILROAD COMPANY.
PHILADELPHIA, January 28, 1867.
NOTICE TO STOCKHOLDERS.
The Annual Meeting of the Stockholders of this Company will be held on TUESDAY, the 19th day of February, 1867, at 10 o'clock A. M., at the Board of Trade Rooms, No. 505 CHESNUT Street.
The Annual Election for Directors will be held on MONDAY, the 4th day of March, 1867, at the Office of the Company, No. 238 S. THIRD Street.
1 28 19t EDMUND SMITH, Secretary.

☞ QUICK SALES AND SMALL PROFITS.—WATSON & TALLMAN'S TOILET EMPORIUM, No. 161 North EIGHTH Street.
Hall's Sicilian Hair Renewer, Ring's Ambrosia, Burnett's Cocoaine, London Hair Color Restorer, Tebbett's Hair Regenerator, Sterling's Ambrosia, Montgomery's Hair Restorer, Phalon's Cocin, Gouraud's Oriental Cream, Laird's Bloom of Youth, Email de Paris, Enamel of America. In fact all preparations requisite to the toilet at [2 2 stuth 2m4p
GREATLY REDUCED PRICES.

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GERMANTOWN, PHILADELPHIA.
McCALLUMS, CREASE & SLOAN,
No. 509 CHESNUT STREET,
MANUFACTURERS OF
THREE-PLY CARPETINGS,
EXTRA SUPER INGRAIN,
SUPERFINE INGRAIN,
FINE INGRAIN,
TWILLED AND PLAIN VENETIAN,
RUGS, MATS, ETC. 2 19rp

McCALLUMS, CREASE & SLOAN,
No. 509 CHESNUT STREET,
IMPORTERS OF
CARPETINGS, Etc.
ENGLISH AND FRENCH AXMINSTERS,
ROYAL WILTONS,
TAPESTRY VELVETS,
TAPESTRY BRUSSELS,
BRUSSELS,
ENGLISH OIL CLOTHS,
HEMP,
COCOA MATTINGS,
CANTON MATTINGS,
ENGLISH INGRAINS,
SHEEP SKINS,
ADELAIDE MATTINGS,
And a full assortment of
FOREIGN GOODS. [2 19rp

McCALLUMS, CREASE & SLOAN,
No. 509 CHESNUT STREET,
JOBBERS AND DEALERS IN
CARPETINGS, Etc. Etc.,
Would call the attention of the Trade to what are denominated "PHILADELPHIA GOODS," to which they give special attention. [2 19rp

McCALLUMS, CREASE & SLOAN,
No. 509 CHESNUT STREET,
AGENTS FOR
WISNER H. TOWNSEND'S and
A. TOLSOM & SON'S
OIL CLOTHS,
AND G. W. CHIPMAN'S STAIR PADS AND CARPET LININGS. [2 19rp

CHEAP DRY GOODS, CARPETS,
MATTINGS, OIL CLOTHS AND WINDOW SHADES.
V. E. ARCHAMBAULT,
N. E. Corner ELEVENTH and MARKET Sts.,
Will open this morning, from Auction, 1000 yards white Matting at only 25c.; Ingrain Carpets, 40, 45, and 50c.; All wool Ingrain Carpets, 62, 75, 87c., $1, and $1·25; Hemp Carpet, 37c.; Rag Carpets, 50c.; English Tapestry Brussels Carpets, $1·75; Three-ply Carpets, $2; Floor Oil Cloths, 60c.; Gilt-bordered Window Shades, $1 to $3; Muslins, 12c. to 25c.; Blankets, $3; Comfortables, $3·50; Alpacas, 37c. to $1; Marseilles Quilts, $5 to $10; Cloth Table Covers, $1·50; Table Linens 40c. to $1·50. Wholesale and Retail store, N. E. corner Eleventh and Market streets. 2 19 6m

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Heidsieck & Co. Champagne Wines.
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"And ther the Leelins', wid burstin' feelins',
Studson the stepes in the peltin' rain,
And bowd as grand as, and smiled as bland as
If Mickel Rooney wor the King of Spane."

ALDERMAN ROONEY
AT THE
CABLE BANQUET.
AN IMPROVISED EPIC BY HIMSELF.
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1t PUBLISHER, BOSTON.

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SPECIALTY FOR SILKS, MANTLES, HAUTES NOUVEAUTES
2 8§t

FINANCIAL.

PENNSYLVANIA STATE LOAN.

PROPOSALS FOR A LOAN OF $23,000,000.

AN ACT

TO CREATE A LOAN FOR THE REDEMPTION OF THE OVERDUE BONDS OF THE COMMONWEALTH.

Whereas, The bonds of the Commonwealth and certain certificates of indebtedness, amounting to TWENTY-THREE MILLIONS OF DOLLARS, have been overdue and unpaid for some time past;

And whereas, It is desirable that the same should be paid, and withdrawn from the market; therefore,

Section 1. *Be it enacted by the Senate and House of Representatives of the Commonwealth of Pennsylvania in General Assembly met, and it is hereby enacted by the authority of the same*, That the Governor, Auditor-General, and State Treasurer be, and are hereby, authorized and empowered to borrow, on the faith of the Commonwealth, in such amounts and with such notice (not less than forty days) as they may deem most expedient for the interest of the State, twenty-three millions of dollars, and issue certificates of loan or bonds of the Commonwealth for the same, bearing interest at a rate not exceeding six per centum per annum, payable semi-annually, on the 1st of February and 1st of August, in the city of Philadelphia; which certificates of loan or bonds shall not be subject to any taxation whatever, for State, municipal, or local purposes, and shall be payable as follows, namely:—Five millions of dollars payable at any time after five years, and within ten years; eight millions of dollars payable at any time after ten years, and within fifteen years; and ten millions of dollars at any time after fifteen years, and within twenty-five years; and shall be signed by the Governor and State Treasurer, and countersigned by the Auditor-General, and registered in the books of the Auditor-General, and to be transferable on the books of the Commonwealth, at the Farmers' and Mechanics' National Bank of Philadelphia; the proceeds of the whole of which loan, including premiums, etcetera, received on the same, shall be applied to the payment of the bonds and certificates of indebtedness of the Commonwealth.

Section 2. The bids for the said loan shall be opened in the presence of the Governor, Auditor-General, and State Treasurer, and awarded to the highest bidder: *Provided*, That no certificate hereby authorized to be issued shall be negotiated for less than its par value.

Section 3. The bonds of the State and certificates of indebtedness, now overdue, shall be receivable in payment of the said loan, under such regulations as the Governor, Auditor-General, and State Treasurer may prescribe; and every bidder for the loan now authorized to be issued, shall state in his bid whether the same is payable in cash or in the bonds, or certificates of indebtedness of the Commonwealth.

Section 4. That all trustees, executors, administrators, guardians, agents, treasurers, committees, or other persons, holding, in a fiduciary capacity, bonds or certificates of indebtedness of the State or moneys, are hereby authorized to bid for the loan hereby authorized to be issued, and to surrender the bonds or certificates of loan held by them at the time of making such bid, and to receive the bonds authorized to be issued by this act.

Section 5. Any person or persons standing in the fiduciary capacity stated in the fourth section of this act, who may desire to invest money in their hands for the benefit of the trust, may, without any order of court, invest the same in the bonds authorized to be issued by this act, at a rate of premium not exceeding twenty per centum.

Section 6. That from and after the passage of this act, all the bonds of this Commonwealth shall be paid off in the order of their maturity.

Section 7. That all loans of this Commonwealth, not yet due, shall be exempt from State, municipal, or local taxation, after the interest due February 1st, one thousand eight hundred and sixty-seven, shall have been paid.

Section 8. That all existing laws, or portions thereof, inconsistent herewith, are hereby repealed.

JOHN P. GLASS,
Speaker of the House of Representatives.
L. W. HALL,
Speaker of the Senate.

Approved the second day of February, one thousand eight hundred and sixty-seven.
JOHN W. GEARY.

In accordance with the provisions of the above act of Assembly, sealed proposals will be received at the Office of the State Treasurer in the city of Harrisburg, Pennsylvania, until 12 o'clock M., of the 1st day of April, A. D. 1867, to be endorsed as follows:—"Proposals for Pennsylvania State Loan," Treasury Department, Harrisburg, Pennsylvania, United States of America.

Bids will be received for $5,000,000, reimbursable in five years and payable in ten years; $8,000,000, reimbursable in ten years, and payable in fifteen years; and $10,000,000, reimbursable in fifteen years and payable in twenty-five years. The rate of interest to be either five or six per cent. per annum, which must be explicitly stated in the bid, and the bids most advantageous to the State will be accepted. No bid for less than par will be considered. The bonds will be issued in sums of $50, and such higher sums as desired by the loaners, to be free from State, local, and municipal taxes.

The overdue bonds of the Commonwealth of Pennsylvania will be received at par in payment of this loan, but bidders must state whether they intend to pay in cash or in the overdue loans aforesaid.

No distinction will be made between bidders paying in cash or overdue loans.

JOHN W. GEARY,
Governor of Pennsylvania.
JOHN F. HARTRANFT,
Auditor-General
W. H. KEMBLE,
State Treasurer.

N. B.—No newspaper publishing the above, unless authorized, will receive pay. 27

OPENING OF
SPRING DRESS GOODS,
BY
J. M. HAFLEIGH,
MONDAY, FEBRUARY 18.
FRENCH PERCALES,
FRENCH PIQUES,
FRENCH CHINTZES,
RICH GRENADINES,
BEST SILKS,
COLORED TAFFETAS,
NEW STYLES STRIPE TAFFETAS,
NEW STYLE CHINE TAFFETAS,
ALSO,
10 CASES CHOICE DRESS FABRICS,
From Auction, at 37½ cents. [2 18 2t
SHAWLS,
Camel's Hair and Broche, Just Received.

NEW JERSEY MATTERS.

Detailed Receipts of the Internal Revenue Bureau, for the year ending June 30, 1866, just issued, present a most creditable exhibit for New Jersey, which, while standing sixteenth on the list of States in population, is exceeded but by five of her sisters in the amount of revenue paid into the National Treasury, the total payments reaching $9,781,492·57, against $7,157,012·52 for the preceding year. This sum was divided among the Collection Districts as follows:—First, $747,750·16; Second, $779,585·63; Third, $1,232,164·08; Fourth, $1,491,565·38; Fifth, $5,530,427·40.

Meeting.—The Committee to revise the City Charter, John S. Lee, Esq., chairman, will hold meetings every Friday evening in the Council Chamber, for the purpose of hearing the suggestions of citizens relative to the revision of the present charter. At the last meeting, among the suggestions submitted, were those of raising the salary of the Mayor and dispensing with the Marshal, increasing the police force to twelve, and appoint a Chief of Police.

Taxes.—The taxpayers of Camden are requested to come forward and pay the unpaid taxes, or they will be placed in the hands of the City Commissioner for collection. A discount is allowed if paid before the end of the present month.

The Board of Registry.—The Board of Registry will be in session until 9 o'clock this evening, and all those who desire to vote at the ensuing election can do so by having their names properly registered.

CITY INTELLIGENCE.

[FOR ADDITIONAL LOCAL ITEMS SEE THIRD PAGE.]

Sale of Stocks and Real Estate.—The following properties were sold at public sale, by M. Thomas & Sons, at the Philadelphia Exchange, commencing at noon to-day:—

11 shares Schomacker Piano Forte Company	$3·00
100 shares American Transit Insurance Company	Not sold
52 shares Spruce and Pine Streets Railroad Company	$31·00
5 shares American Academy of Music	$55·50
10 shares Sixth National Bank	Not sold
25 shares American Anti-Incrustation Company	Not sold
170 shares Northwestern Coal and Iron Company	Not sold
1 share Mercantile Library Company	$7·50
1 share Philadelphia Library Company	$29·00
50 shares Southern Transportation Company	$54·25
100 shares Empire Transportation Company	Not sold
50 shares Delaware Mutual Insurance Company	Not sold
2 $1000 Consolidated Mortgage 7 per cent. bonds Huntingdon and Broad Top Mountain Railroad and Coal Company	$100·80
$500 Union League 6 per cent. bond	$432 50
420 shares Gloucester Ferry Company	$21·00
300 shares Tremont Coal Company	Not sold
1000 shares Locust Gap Improvement Company	$9·00
600 shares McClintockville Petroleum Company	55 cents
1300 shares Union Petroleum Company	15 cents
500 shares Bull Creek Petroleum Company	7 cents
200 shares Densmore Petroleum Company	5 cents
300 shares Noble and Delamater Oil Company	35 cents
200 shares Sugar Dale Oil Company	10 cents
100 shares Egbert Oil Company	35 cents
100 shares Mingo Oil Company	20 cents
100 shares Hughes River Oil Company	15 cents
100 shares St. Nicholas Oil Company	7½ cents
1000 shares Upper Economy Petroleum Company	1 cent
200 shares Green Hill Oil Company	1 cent
Dwelling, No. 1319 Christian street, with a three-story brick dwelling in the rear on Kates street, No. 1338	$2000·00
3 irredeemable ground rents, each $21 a year	$280·00
Lot, Fifteenth street, south of Tioga; 50 feet front	Not sold
Brick stable and coach house, Lyndall alley, between Walnut and Locust and Twelfth and Thirteenth streets	Not sold
Building lot, Broad street, south of Dauphin	Not sold

The Weather.—From the beautiful and charming weather of yesterday, we to-day observe a change, unmistakably indicating the near approach of rain—that apparently necessary, yet disagreeable concomitant of spring life. Yesterday was a day so pleasant, and withal so beautiful, that it was a penance most grievous to remain within doors. This was very evident from the vast crowds which thronged our walks, displaying the beauty and fashion of the "Quaker City." But more fully was this fact evident to those who were destined to be content with a ray of sunshine dazzling through some window, and be satisfied with an occasional glance out upon the thronged streets. This morning, however, the weather was damp, the sky was of an unwelcome hue, and the air of that disagreeable nature which invariably extends, in a greater or less degree, to all individuals, and places them in that unpleasant "out of sorts" condition which comes with the rain and goes with the sunshine.

An Ungrateful Fellow.—A German, named Henry Braun, came from New York to this city for the purpose of seeking employment. He met another German named Schmidt, at Second and Dock streets, yesterday afternoon, and the latter agreed to help Braun to hunt a situation. The two walked over the city, and finally brought up at a lager beer brewery, at Twenty-fourth and Coates streets. They went in and imbibed several glasses, and then Schmidt, feeling sleepy, went to sleep. Braun took advantage of Schmidt's nap to rob him of his watch. When he awoke, and discovered his loss, he accused Braun of the theft, and had him arrested. The watch was found in the possession of the prisoner, and he had a hearing before Alderman Hutchinson, who held him in default of $1000 bail to answer.

Recovery of Stolen Shoes.—About 9 o'clock last night information was lodged at the Fifth District Station against a man named Patrick Drain, charging him with having in his possession a number of pairs of shoes that had been stolen from the shoe store of Mr. John McCormick, in Twentieth street, above Lombard, a few nights ago. A search warrant was issued and given to a couple of officers, who went to Drain's house, at Twenty-second and Locust streets. On making search, twenty-one pairs of gaiter shoes were found. Patrick Drain is said to be a professional thief, and, in connection with several others, committed the robbery in McCormick's store. After a hearing before Alderman Patchell, Drain was committed in default of bail to answer.

Horse Thief Arrested.—Some time since, a gentleman named Mr. Brown, residing in the lower part of the city, had a couple of horses stolen from him. Information was at once given of the theft, and the police were set on the track of the thief. They finally succeeded in unearthing him at West Chester, in the person of a man named Peter Richings. He had been putting up at a hotel at that place, and the officers had to foot his bill before he could be removed. It was done, however, and Richings was brought to this city at a late hour last night. He has a hearing this afternoon at the Central Station. The two horses were recovered.

Stealing Railroad Iron.—John Kernan and Daniel Waterson, two lads, about fourteen years of age, were arrested last evening near Thirty-first and Market streets, on a charge of larceny. It appears that the Pennsylvania Railroad has been subject to the petty depredations of thieves for some time past. The two boys arrested, it is asserted, had been for some time past in the habit of picking up pieces of iron spikes, etc., and selling them to the junk shops in the neighborhood for old iron. They were caught at their thieving, and after a preliminary examination before Alderman Allen, were held for a further hearing.

Slight Fire.—At a quarter before 5 o'clock this morning, a slight fire broke out in the dwelling occupied by Mr. Charles Montgomery, in Christian street, above Twenty-first. The fire originated in some light wood work in the back building, which was in the immediate vicinity of a cook-stove. The latter was heated red hot at the time the fire broke out. The fire had gained some headway before it was discovered, but was soon put out by the exertions of the Western Hose Company. The loss will amount to about $100.

The North Broad Street Presbyterian Church.—We learn that a class for instruction in sacred music, by Professor Bishop, will be formed this evening in the Lecture Room of the Church, Broad and Green streets. It is intended for adults, as well as children and youths. Residents in that neighborhood who wish their children taught, or would be instructed themselves, by a competent teacher, should avail themselves of this opportunity, and be present this evening.

Larceny.—A woman named Mary, the last name unknown, who has been living with Mr. Miller, on Race street, decamped on Tuesday morning with a number of articles belonging to that gentleman's wife. She was seen to cross the river, and information has been given to the Camden authorities, and hopes are entertained that she will speedily be captured.

A Hard Case of Filial Ingratitude.—An old woman about seventy-eight years of age was picked up by a police officer of the Twelfth District, whilst she was wandering around the streets. Her story is a heart-rending one. Her name is Johanna Wisham. She has been living for some time with one of her sons, named Caspar Wisham, at No. 911 Master street. Yesterday morning he pushed her out of his house, and set her furniture out in the street, and then had it sent to the house of another son named Jacob, who resides at No. 1203 Girard avenue. This son also refused to take her in, and her goods were left in front of his house. She then went to a third son named John, who resides at the southwest corner of Amboy and Oxford streets. He also refused to take her in.

Soon after this she was taken in charge by the police, and Lieutenant Jacoby sent for Caspar, and asked him to take care of his mother. He refused. The Lieutenant sent for John, and asked the same thing. John also refused peremptorily. It was said furthermore that the old lady had had some money, which she had divided amongst her children, on the condition that they should support her while she lived. It is furthermore alleged that in the division of this money one of the sons got $800 or $900 more than the others, and that was the cause of their difference. All the sons remaining obdurate, the Lieutenant had to turn her over to the Guardians of the Poor.

Recovering Stolen Property.—Some three weeks ago Mr. Edward Young, residing at No. 803 Noble street, let the upper apartments of his dwelling to a couple by the name of Frank. The actions of the man and wife thereafter were such as to excite the suspicions of the other inmates, and some facts with reference to the unlawful operations of Frank and his wife coming to notice, Mr. Young gave information to Alderman Williams, who issued a warrant for their arrest; but the "birds had flown" by the time Constable Sullivan arrived at their rooms, which, on the strength of a search warrant, he entered and examined. In trunks and boxes were found "what-not" ornaments, fancy soaps, stockings, shoes, towels, table linen, flannel, etc. Part of these were claimed by a Mrs. Nathan, they having been appropriated while she was on a visit South, and the others remain at Alderman Williams' office, Race, east of Fifth street, where they await identification by the owners. In the dwelling of the mother of Mrs. Frank, No. 1406 Franklin street, was also found a large number of articles which had there been secreted.

Waverly Novels.—From the sale of the "Waverly Novels" Sir Walter Scott amassed a fortune exceeding a million of dollars. The popularity of his works has rather increased than diminished with time, and to-day no one having any pretensions to literary acquirements dares to acknowledge an ignorance of the works of Scott. Various editions have been from time to time laid before the public, and as the demand is a permanent one, a continual reissuing is necessary, in order that each new set of readers may be supplied. T. B. Peterson & Brothers announce a full set, handsomely printed, well illustrated, and in every respect fit to be read by the most fastidious *litterateur*. This edition, printed by Collins, with clear type, on good paper, handsomely lettered, and substantially bound in dark morocco cloth, is advertised in another column, at $15 a set of five volumes, or four for $45, or supplied to a club of twenty-three for $200, by which the price is reduced to $8·70 per set. The new edition is embellished with a fine portrait of the author.

Assault and Battery.—Charles Manning, a colored man, was arrested and taken before Alderman Dougherty, on a charge of assault and battery. It appears, from the statement of the plaintiff, Virginia Chippy, that the aforesaid Charles had appeared at her place in St. Mary street this morning, and, after some words, they had a quarrel. He finally picked up an iron pot, and applied it to Virginia's head, thereby causing sundry bruises. Charles was held to answer the charge of assault and battery.

Stealing Raiment.—William Nolan, a brakesman on the Reading Railroad, was charged with stealing a lot of clothing, valued at $70, from a Mr. Buckow, on last Sunday night. The clothing was taken from the boarding-house No. 514 S. Fifth street. Nolan was arrested at Fifth and Chesnut streets, and acknowledged taking the clothes. He pawned them at Eighth and Sansom streets for $2 under the name of Cullen. Nolan was held in $1000 bail to answer the charge of larceny.

Hearing at Central Station.—Henry Rekan, charged with stealing a pair of horses from a Mr. Brown, near Eighth and South streets, was before Alderman Buitler this afternoon. It is asserted that Rekan bought the horses from a man named Wilson last Wednesday morning. Wilson that time was in West Philadelphia, Rekan asserting that he had come to this city to obtain work when he met Wilson. He was held in $1000 to answer.

Gone to Cuba.—Among the passengers in the Moro Castle, which left New York for Havana on Saturday afternoon, were Hon. Charles Gilpin, Mrs. Gilpin, Miss Gilpin, and Mr. Chas. Gilpin, Jr., J. Gillingham Fell, Esq., Mrs. Fell, Miss Fell, and Master Fell, Miss Trotter, Mrs. Morton McMichael, and Miss McMichael, Mr. Simon Poey, of the house of Dallett & Son, of this city.

Reorganized.—The 118th Pennsylvania Volunteer (Corn Exchange) Regiment, reorganized last evening by taking the position as a company in the Grey Reserve Regiment, under command of Colonel C. M. Prevost. At an election for officers, Major John R. White, of General Griffin's staff, was elected Captain; Lieutenant H. T. Peck, First Lieutenant; and William F. Gardner, Second Lieutenant.

Robbery.—The store of Maddock & Co., corner of Third street and Carter's alley, was entered last evening by prying open the cellar door on the latter street, and about $450 worth of cigars and other articles carried off.

No better investment can be found than Clothing at our present greatly reduced prices, which are lower than they possibly can be next Winter.

Half-way between Fifth and Sixth Sts. { Bennett & Co., Tower Hall, 518 Market Street.

The question of spring travel to California threatens to become a very serious consideration in view of the yellow fever on the Isthmus, and the latest statement that "Panama is full of pestilence and filth." Unless the scourge abate, the fluctuating population of that region will ere long give neither the doctor nor the census-taker much trouble. Meantime, the more cautious or timid of the travelling public, who scent danger even in being whirled across the Isthmus, under the idea that pestilence can keep up with, if not outstrip, the iron horse, may probably seek the Pacific by the Nicaragua route, whereon a favorable degree of healthfulness is declared now to prevail.

To the Public.—J. J. Tuttle, No. 926 Chesnut street, importer of Wines, Teas, Crosse & Blackwell's Pickles, Sauces, etc., will shortly open a large stock of goods. Previous to which is offered a choice assortment of genuine Havana Cigars, imported in the steamers Hendrick Hudson and Stars and Stripes.

If You Want a Reliable and Useful Family Case of Medicines, we can conscientiously recommend one of Dr. Humphreys' Homœopathic Specifics. Having used them ourselves, and knowing of their extensive use by our friends, we hazard nothing in speaking well of them to all who desire having such an arrangement for family use. See advertisement in another column.

The new dress that nature will soon put on admonishes us of the coming season, when we must put on our new seasonable dress, and the profusion of nature in variety hardly surpasses that exhibited at the First-Class Clothing House of Charles Stokes & Co., under the Continental.

Social refinement always manifests itself in the selection of articles of luxury; and it may be regarded as a proof of a highly educated national taste that Phalon's "Night-Blooming Cereus" has been adopted by all classes of the American people as their favorite perfume.—*Freehold Herald.*

We call attention to the rare opportunity offered in our advertising columns, for a partner wanted in an established auction house.

A Cure for Rheumatism Worth Seeing.—S. Kilpatrick, No. 1744 Olive street, cured by Dr. Fitler's Remedy. No cure, no pay.

Who Makes the Best and Cheapest Clothing?
Wanamaker & Brown,
Oak Hall,
Popular Clothiers,
Southeast corner Sixth and Market Streets.

MARRIED.

OTT—OWENS.—On the 7th instant, by Rev. J. M. Hinton, Mr. BENJAMIN A. OTT to Miss ELLA OWENS, all of the Twenty-fifth Ward.

PAINTER—ELLMORE.—November 8, 1866, by the Rev. W. C. Robinson, Mr. JOHN T. PAINTER to Miss LANER J. ELLMORE, both of this city.

SCHAFFER—CLEMENS.—By Rev. G. F. Krotel, D. D., February 17, 1867, CHARLES A. SCHAEFFER and Miss MARY CLEMENS, both of this city.

DIED.

CONDELL.—On the 16th instant, Mrs. CHRISTIANA CONDELL, wife of Robert Condell, in the 39th year of her age.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of her husband, No. 1519 S. Fourth street, on Wednesday afternoon at 2 o'clock. To proceed to Wharton Street M. E. Church.

DECKER.—On the 16th instant, JOHN DECKER, in the 55th year of his age.

The relatives and friends of the family, also the members of Fredonia Grotto, No. 1, I. O. of the S. and L. of A. A., are respectfully invited to attend the funeral, from his late residence, No. 513 S. Front street, on Wednesday at 2 o'clock. Services at St. John's M. E. Church, Third street, below George. Interment in vault of Church.

ENGLISH.—On the 17th inst., JOHN F. ENGLISH, aged 64 years.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, Moorestown, Burlington county, N. J., on Thursday morning, the 21st instant, at 10 o'clock.

FOW.—On the 14th instant, after a lingering illness, Mr. JACOB FOW, aged 59 years.

After life's fitful fever he sleeps well.

The relatives and friends of the family are invited to attend the funeral, from his late residence, No. 1312 Marlborough street, on Thursday morning at 8½ o'clock. Services and interment at St. Michael's.

HAYWARD.—On Tuesday morning, the 19th instant, Mrs. L. B. HAYWARD.

The friends of the family are invited to attend her funeral, from the residence of her son-in-law, No. 2225 Spruce street, on Thursday morning at 10 o'clock. **

McBRIDE.—On the 18th instant, ANDREW Y McBRIDE, in the 25th year of his age.

The relatives and friends of the family are respectfully invited to attend his funeral, from the residence of his mother, No. 517 S. Eleventh street, on Thursday afternoon, the 21st instant, at 2 o'clock. *

RUSSELL.—On Sunday morning, February 17, Mrs. HANNAH RUSSELL, daughter of the late Dennis Kelly.

Her relatives and friends are respectfully invited to attend her funeral, from her late residence, Lower Merion, Montgomery county, on Thursday morning, February 21, at 9 o'clock. Carriages will leave the office of Simon Gartland; Thirteenth street, above Chesnut, at 8 o'clock.

MORE OF THOSE NEAT BLACKING Stools just received. They make a neat article of chamber furniture (as a seat) and will contain your shoe blacking and brushes, and surplus boots or shoes.
TRUMAN & SHAW,
No. 835 (Eight Thirty-five) Market St., below Ninth.

PICTURE NAILS, WITH RUBY, AZURE, Porcelain, and Brass Heads. A variety of sizes for sale by
TRUMAN & SHAW,
No. 835 (Eight Thirty-five) Market St., below Ninth.

THE PATENT CLOTHES SPRINKLER dampens the clothes for ironing more evenly and quickly than by hand. It may also be used by cigar-makers, printers, and others who have occasion for light sprinkling. For sale by
TRUMAN & SHAW,
No. 835 (Eight Thirty-five) Market St., below Ninth.

WARBURTON,
FASHIONABLE HATTER,
No. 430 CHESNUT Street,
Next door to Post Office.

TRY! TRY! TRY! TRY! TRY! TRY! TRY!
GRIGG, VAN GUNTEN & CO.'S
All-wool Black Cassimere Pants at $6·00.
All-wool Black Cassimere Pants at $6·00.
All wool Black Cassimere Pants at $6·00.
No. 734 MARKET Street, one door below Eighth street. 2 16stuf3t*

INDIA RUBBER MACHINE BELTING STEAM PACKING HOSE, ETC.
Engineers and dealers will find a full assortment of GOODYEAR'S PATENT VULCANIZED RUBBER BELTING, PACKING, HOSE, etc., at the Manufacturer's Headquarters,
GOODYEAR'S,
No. 308 CHESNUT Street, South side.
N. B.—We have a new and cheap article of GARDEN and PAVEMENT HOSE very cheap, to which the attention of the public is called. 1 26 3m

RODGERS' AND WOSTENHOLM'S POCKET KNIVES, Pearl and Stag Handles, of beautiful finish. RODGERS' and WADE & BUTCHER'S RAZORS, and the celebrated LECOULTRE RAZOR, SCISSORS of the finest quality.
Razors, Knives, Scissors, and Table Cutlery Ground and Polished at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut. 2 8 5p§

PITCH PINE TIMBER.—120,000 FEET SUperior South Carolina Pitch Pine Timber. Large sticks on shipboard. For sale by
DALLETT & SON.
1 29 No. 129 South Front Street.

FLORIST
AND
reserver of Natural Flowers,
A. H. POWELL,
No. 725 ARCH Street, Below Eighth!
Bouquets, Wreaths Baskets, Pyramids of Cut Flower urnished to order at all seasons. 1 23 trp

DEAFNESS.—EVERY INSTRUMENT THAT science and skill have invented to assist the hearing in every degree of deafness; also, Respirators; also, Crandall's Patent Crutches, superior to any others in use, at P. MADEIRA'S, No. 115 TENTH Street, below Chesnut. 2 8 5p§

JORDAN'S CELEBRATED TONIC ALE.—This truly healthful and nutritious beverage, now in use by thousands—invalids and others—has established a character for quality of material and purity of manufacture which stands unrivalled. It is recommended by physicians of this and other places as a superior TONIC, and requires but a trial to convince the most skeptical of its great merit. To be had, wholesale and retail, of P. J. JORDAN, No. 242 PEAR Street. 11 7§

UNADULTERATED LIQUORS ONLY.—
RICHARD PENISTAN'S
STORE AND VAULTS,
No. 439 CHESNUT Street,
Nearly Opposite the Post Office,
PHILADELPHIA.
Families supplied. Orders from the country promptly attended to. 5 31§

WRITTEN AND VERBAL DESCRIPtions of Character, with Advice on Business, Health, Education, etc. given daily, by
2 14tuthsam[rp] J. L. CAPEN,
at No. 722 CHESNUT Street.

INSTRUCTION.

FEMALE COLLEGE, BORDENTOWN, N. J. Summer Session commences MARCH 6. For Catalogues, terms, etc., address
REV. JOHN H. BRAKELEY, A. M.,
2 18 15trp President.

COPARTNERSHIPS.

NOTICE.—WE HAVE THIS DAY ADMITTED Mr. SIMON POEY as a member of our house. DALLETT & SON.
Philadelphia, February 15, 1867. 2 15 [illegible]

LOST.

$50 REWARD—LOST, MONDAY EVENING, February 18, going from Sixth and Spring Garden streets to the Academy of Music, or returning, a LADY'S PEARL CROSS BREASTPIN, valued as a gift. The above reward will be cheerfully paid for its return to No. 107 WALNUT Street, second story, middle room. 2 19 3t*

$5 REWARD.—LOST ON SUNDAY AFTERnoon, 17th inst., a LINK GOLD BRACELET, between Nineteenth and Vine streets and Franklin and Thompson streets. The finder will receive the above reward by returning it to this office. 2 18

WANTS.

NOTICE.—AN OPPORTUNITY IS OFFERED to men of experience and tact to engage in one of the important branches of business. Persons of experience in canvassing preferred. Call at No. 32 North FIFTH Street, in this city, at offices Nos. 24 and 25. 2 16 12t4p

PARTNER WANTED, WITH $30,000 TO $50,000, to take the place of a retiring Partner in an established Auction and Commission business. Address N. PANCOAST, Box No. 2213, P. O. 2 19 3t

UNITED STATES REVENUE STAMPS.—Principal Depot, No. 304 CHESNUT Street
Central Depot, No. 103 S. FIFTH Street one door below Chesnut. Established 1862.
Revenue Stamps of every description constantly on hand in any amount.
Orders by Mail or Express promptly attended to.

GROCERIES, ETC.

TO FAMILIES, HOTEL-KEEPERS AND OTHERS.
MAKE YOUR OWN SOAP.
NATRONA SAPONIFIER,
OR CONCENTRATED LYE,
THE READY FAMILY SOAP MAKER.
TRY IT! TRY IT!
Pasteboard Boxes, easily opened.
Guaranteed to make the best of SOAP without Lime or Salt, and with little or no trouble, or the money refunded by the party you purchase from.
PENNSYLVANIA SALT MANUFACTURING CO.
PITTSBURG, PA.
FERGUSSON & SMITH,
2 14 6t No. 43 South FRONT Street.

RICHARD W. FAIRTHORNE,
DEALER IN
TEAS AND COFFEES,
No. 205 North NINTH St.,
ABOVE RACE, PHILADELPHIA,
Having commenced business as above, calls the attention of the public to his carefully selected and extensive STOCK OF GOODS of the very best qualities.
IN TEAS,
The choicest brands are now on hand, and the public can rely on purchasing these goods cheaper than elsewhere, having been purchased for cash, and picked from stocks in the Custom House Stores.
IN COFFEES,
The various tastes of consumers will be strictly studied, and being roasted on the dessicating principle, will be found to contain more of that aroma and piquant flavor, so much admired by connoisseurs, than in Coffees roasted by the old method, and will be sold from 15 to 20 cents lower than usual at other stores.
SPICES,
Whole or ground, of the best quality only will be kept. All goods warranted pure.
Orders by mail will receive prompt attention, and goods will be delivered in any part of the city or its vicinity, free of charge. 2 2

FAMILY FLOUR.
EVERY BARREL WARRANTED.
FOR SALE BY
J. EDWARD ADDICKS,
(Late of L. Knowles & Co.
2 5 3m4p] No. 1230 MARKET Street.

SOMETHING NEW.
APPLE CATSUP,
Prepared by the Shakers, by the bottle or dozen.
ALBERT C. ROBERTS,
Dealer in Fine Groceries,
11 7frp Corner ELEVENTH and VINE Sts.

"DAVIS' CINCINNATI
SUGAR-CURED HAMS,"
YARMOUTH BLOATERS,
LARGE NEW DUN FISH,
JUST RECEIVED.
ROBERT BLACK & SON,
2 16 3m4p] EIGHTEENTH and CHESNUT Sts.

CANTON PRESERVED GINGER
OF THE FINEST QUALITY.
CROSSE & BLACKWELL'S APRICOT, DAMSON, GOOSEBERRY, RASPBERRY, AND CHERRY JAMS, ORANGE MARMALADE, ETC.
Just imported, and for sale by
JAMES R. WEBB,
8 14§ WALNUT and EIGHTH Streets.

SHIPPING.

THE TRANSIT ROUTES OF PANAMA AND NICARAGUA.
From the New York Herald, 11th February, 1867.
"Panama, 1st February, 1867.
"Yellow fever is almost epidemic on the Isthmus. The deaths from that disease are numerous, and Panama is full of pestilence and filth. The season is the sickliest known for years. The yellow fever is raging on board the Jamestown (United States man-of-war), and the deaths average one or two per diem. The Commodore will put to sea in order to disinfect the ship.
"Dr. Little, American Consul, died of yellow fever on the 29th of January. From the fact that the majority of the men on board the Jamestown are prostrated with disease, the usual guard of marines at his funeral could not be formed."
From the New York Tribune, 11th February, 1867.
"Panama, 31st January, 1867.
"The health of our city (Panama) is not by any means what it usually is; there have been many deaths. Cholera is said to have entirely disappeared on the Nicaragua route."
NOTICE TO CALIFORNIANS.
There has not been epidemic disease of any kind on the Nicaragua route, and it is quite healthy. The next steamer by the way of Nicaragua will be the Santiago de Cuba, on the 20th of February. 11*

FOR CALIFORNIA.—THE PACIFIC MAILSTEAMSHIP OCEAN QUEEN will be despatched on February 26, instead of the 21st, at advertised.
H. L. LEAF, Agent,
2 11 8t No. 320 CHESNUT Street.

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About that Impeachment.

From the N. Y. Citizen (Rational Democrat).

We demand of the dominant party in Congress either that President Johnson shall be impeached, as they have threatened, or that the charges made against him by members of the majority in their official speeches shall be officially and publicly withdrawn. We demand that Benjamin Loan, late of the Missouri militia, and now member of Congress, shall be called upon for evidence in support of his atrocious allegation that President Johnson was a fellow-conspirator with Wilkes Booth and Atzerodt in the assassination of Mr. Lincoln; and that, failing to produce such evidence, General Loan shall be expelled the House and forever disqualified from holding any position of honor or trust under the Government he has attempted to disgrace in the person of its Chief Magistrate.

The charges hurled against the President by that section of Congress which has Mr. Stevens, of Pennsylvania, for its leader, are of too gross a character to be let die without due trial. Either they must be substantiated by impeachment and by evidence before the proper tribunal, resulting in the removal of President Johnson from an office which he shall have been proved unfit to fill, or the men who have made these charges upon insufficient evidence, with which they dare not go into court, should every one of them be branded on the forehead with the letters "P. S.," standing for "Perjured Slanderer," by the hand of some convicted murderer whose sentence of death should be remitted in consideration of his good work as the brander of criminals a thousand-fold more guilty than himself. The common murderer only slays an individual, or perhaps massacres a family, as was the case with Antoine Probst, whose head is now on exhibition in the Anatomical Museum on Broadway. But men who would sully the escutcheon of the United States by charging its Chief Magistrate with crimes which they cannot prove—even with connivance in murder to aid his own ambition—for such men there should of right be a whip placed in every honest hand "to lash the rascals naked through the world."

If President Johnson be guilty, we say let him be impeached, tried, convicted, and punished by removal. But if not guilty, as he must be held until the contrary shall have been proven, then let his malicious and reckless accusers not escape the condemnation which is due to the most enormous crime of this sort to be found in modern history. If to libel or slander an individual who can only be hurt himself or in his immediate family be an offense punishable with fine and imprisonment, what award shall outraged justice make where a whole nation is libelled in the person of its chief ruler, and where the experiment of our free government is held up to odium throughout the civilized earth, as having resulted, though less than a century old, in placing a common conspirator, traitor, assassin, perjurer, and usurper—for all these charges are on record against Mr. Johnson—in that office which George Washington once filled?

There can be no compromise in regard to this question. No pretense of "magnanimous forbearance" must be allowed to the men who have put forward such atrocious and staggering charges. If they have permitted partisan hatred to betray them into making accusations having no substance save in their own disordered fancies, the American people owe it to their self-respect and national pride that the proper retraction shall be made in a complete vindication of President Johnson's character. While, on the other hand, if these charges, or any reasonable portion of them, be true, it is equally due to the American people, and in fact essential to our safety as a nation, that the "great criminal of the White House"—as Mr. Johnson has been called—shall be removed as rapidly as can be done by law from the office he has disgraced, and from the power which he has been wielding to the detriment of the country in the present, and with a view to our future subjugation.

These remarks are made as a commentary on the liberal hints now being circulated through the papers representing the party of which Mr. Thaddeus Stevens is the acknowledged leader, that "some compromise is probable," under which the dominant party in Congress will "magnanimously forbear" pressing the charges against President Johnson to so extreme an issue as impeachment! Against such "magnanimity" we protest, and against any such "compromise" we shall never cease to clamor—calling upon the whole Conservative press and true Conservative party to join in denouncing the abominable fraud of this transparent juggle.

Suppose an individual should be arrested and flung into jail on *ex parte* affidavits, having their origin in personal hostility, or jealousy, or recklessness. Suppose these affidavits of accusation everywhere published and very widely believed; and then picture the "magnanimity" of the accusers in failing to appear before the Grand Jury when duly summoned by the District Attorney to make good their charges, or at least to give such *prima facie* evidence in their support as might justify remitting the case to its proper court for trial! Yet this is precisely what the dominant party in Congress now seem anxious to do with regard to the President of the United States; and it is as friends of the President—believing him completely innocent of all such charges, though responsible for many bad mistakes of judgment when acting under Secretary Seward's advice—that we now urge his being given an early opportunity by impeachment and trial to clear up his official and personal record; and to place his accusers in the pillory proper to libellers who are without defense, and who have been instigated in their attacks by malignity against a political opponent, and by avarice tempting them to seize and retain the spoils of office at whatever cost.

If guilty, let President Johnson be removed from the Executive Mansion, while the nation "walks backward with averted gaze to hide the shame." But if he be innocent—as the law binds every man to regard even the commonest criminal until the contrary shall have been established—then let not his accusers evade the responsibility of their position by pleading that they have evidence to convict, but are too "magnanimous"—have "too much regard for the national honor"—to push matters so far! Their "magnanimity" comes too late to be anything but a cloak for unjustifiable and detected slander; their "regard for the national honor" should have been experienced while yet these heinous charges lay unspoken in the blackness of their hearts. We ask all honest men of all parties—all who love justice and believe in the principles of our common law—to unite with us in demanding of the dominant majority in Congress that the President shall be forthwith impeached and tried.

Napoleon's Speech at the Opening of the French Legislature.

From the Herald.

The Emperor Napoleon's speech at the opening session of the Corps Législatif, on the 14th inst., so ingeniously defines the position of the Emperor, so finely illustrates his amazing dexterity in adapting himself to the most "inauspicious concurrence of circumstances," in seizing and presenting the issues out of the most perplexing complications, and it is, moreover, of such significant importance in reference to the domestic and foreign policy of France, and to her past and future relations with Europe and the United States, that it demands some special examination.

How adroitly does Napoleon escape from his recent discomfitures in Europe by taking refuge under the shadow of his uncle's mighty name! He does not hesitate to claim that German and Italian events have lately "almost fulfilled the great Napoleon's idea to unite all the great homogeneous nations hitherto separated, and which is the only possible balance of power in Europe." He thus makes "the great Napoleon" responsible for what we have not forgotten was his own programme as set forth in the famous De Lavalette circular. Of course he makes no allusion to the first Napoleon's habit of absorbing nationalities to the advantage of imperial France instead of uniting them. The success of Germany and Italy, according to the Emperor, "cannot disturb France." He adds, "I stood aloof and helped the peace which Prussia and Italy made without dismembering Austria." But he does not intimate that he was at all influenced in standing aloof by the gigantic proportions which the war speedily assumed, with Russia looming up in the background. Nor does he refer to his correspondence with Bismarck by which we learned that he arranged himself the coalition between Prussia and Italy with an eye to certain Rhenish provinces on the one hand, and, perhaps, Sardinia on the other, by way of compensations for connivance in wresting Venetia from Austria, and extending the power of Prussia. If the marvelous and unexpected growth of Prussian power enabled Bismarck to snub his imperial ally and disappoint him of his anticipated compensations, France might well make a virtue of necessity, and be "just and neutral."

Turning to "another part of the globe," the Emperor admits that the "happy results at first obtained" in his "endeavors to redress legitimate grievances and to raise an ancient empire" were "compromised by an inauspicious concurrence of circumstances." He expatiates on the elevated character of "the guiding idea of the Mexican expedition." It was "to regulate a people and implant among them ideas of order and progress; to open vast outlets to our commerce, and leave the recognition of services rendered to civilization to mark our path." He does not deem it worth while to allude to the instructions which Forey received to develope the Emperor's grand idea of pitting the influence of the Latin races against that of the Anglo-Saxon race in the Western Hemisphere; nor does he mention that both he and Lord Palmerston agreed in thinking that it would be an auspicious moment for establishing a commercial and political—particularly an anti-republican—balance of power in America while the United States were engaged in the midst of a civil war. Nothing is said of any idea having ever been entertained of absorbing Texas and Louisiana and securing the mouths of the Mississippi, as well as converting Mexico into a French protectorate. Napoleon declares, however, that as soon as it appeared to him that the sacrifices of France were greater than her gains in the disinterested Mexican project which he had inaugurated, he "spontaneously" determined upon the return of the French troops, "in order that the United States might comprehend that it was only the absence of conciliation in policy which had embittered relations which, for the welfare of both countries, should remain friendly." We heartily appreciate the friendly disposition towards the United States which the Emperor manifests in this paragraph. But we cannot refrain from saying that the word "spontaneously" suggests by a not unnatural association, or rather contrast of ideas, the persistent efforts of Mr. Seward during nearly two years, and backed by the unanimous sentiment of the American people, as represented in Congress, in the press, in public meetings, and in private conversation to urge upon his Imperial Majesty the conviction that the Monroe doctrine was an insuperable obstacle to the carrying out of his Mexican plans. We had presumed that this pressure of universal opinion in the United States might have had some slight influence in convincing Napoleon that at least he must "spontaneously" withdraw his troops and abandon his scheme. At all events, it must be admitted that as soon as the Emperor was convinced that this must be done, he did it very gracefully and in true Napoleonic style.

The opinion expressed by the Emperor that "the great powers ought to act in concert to satisfy the Christians in the East, protect the rights of the Porte and prevent complications," probably decides the Eastern question, at least for the present. His views will, it is likely, prevail, and the Western powers will unite in sustaining the Porte a while longer as a bulwark against Russian encroachments.

The Emperor states that the execution of the treaty of Rome has placed the Government of the Pope in a new phase. The Pope "is sustained by his own strength and the veneration of the great powers for the Head of the Church, and Europe will sustain his temporal power against demagogues." We are by no means so certain on this last point. The inquiry is pertinent, who are "the demagogues?" Have none of those thus stigmatized had anything to do with the liberation of Italy? Is it not likely that they will have something to say, at least, on the point in question? We must still adhere to our own opinion that no definite settlement can be made with the Pope until his Holiness is relieved of the burden of temporal sovereignty. So long as this is not settled, we shall look for still further complications.

The relations of France with England are declared "to be intimate, and both Powers agree on the great questions." So the old *entente cordiale* of which Lord Clarendon boasted during the Crimean war as existing in both hemispheres, and which we had the misfortune of seeing extended to this hemisphere during our own recent war, continues to exist. Doubtless the Emperor mainly relies upon this agreement for a pacific solution of the Eastern question.

The Emperor asserts that "the perpetuation of Austria is necessary to the balance of power." This means that with Austria, notwithstanding her unlucky share in the Mexican scheme, he purposes an alliance as well as with Italy. Both will help in keeping the Russian Bear at a safe distance.

Napoleon is sanguine as to the success of both his foreign and his domestic policy. He "is certain that the peace of the world is not to be disturbed." He adds:—"Sure of the present and confident of the future, I have fulfilled your wishes in regard to the development of our institutions upon a liberal scale." He does not forget, however, that "the conditions of war being changed" (alluding to the needle-gun and other formidable improvements in the machinery of war), "France must increase her defenses." The army bill has been so drawn, he says, as to lighten the burden in times of peace and to increase the resources in times of war. He reminds his subjects that their neighbors assume far heavier burden. He exclaims, "Let us keep our flag high, as the best means of preserving peace!" And he concludes with his usual pæan in praise of the empire, its advancing prosperity and its prospective splendor. This time he not only announces an increase of the indirect revenue, and promises "soon to be able to satisfy all interests, reduce the land tax, and make public improvements whereby the working classes will be benefited," but he points proudly to the "liberty, solid, lasting, and glorious," with which he is to crown the arch of empire.

The Emperor of the French is entitled to exult in the unparalleled degree of material prosperity to which peace has carried France beneath his sway. If he deems it unnecessary to remind her disagreeably of the failure of the French naval expedition to Cochin China, he certainly takes great pains to soothe any mortification she might suffer from apparent temporary loss of her splendid military prestige on account of the Mexican imbroglio, and the results of the recent European war. It must be conceded that, with a frankness scarcely to have been expected, he recognizes the Mexican failure and the necessities of peace with the United States. His speech to the French Legislature discloses so clearly his internal policy and his diplomatic programme with regard to Europe, and makes them appear so consistent with the interests of France, of his dynasty, and of the entire continent, that we cannot deny the admirable skill and address which it exhibits.

A Gleam of Hope—Action of the Senate on Reconstruction.

From the Times.

We have gleams of light at last from Washington. The Senate has tempered somewhat the rash and perilous action of the House. While it concurs in extending military government over the Southern States, it leaves open a way of deliverance. It provides for the possible return of those States to a participation in the national councils. They need not be left indefinitely under absolute military control.

This result was reached at 6 o'clock on Sunday morning, after a session which lasted all Saturday night. Mr. Sumner first proposed that the Constitutional amendment should be adopted by three-fourths of those States that are represented in Congress; but this was summarily rejected, only seven votes being cast in its favor. Next Mr. Henderson, of Missouri, offered the Louisiana bill as a basis of government for all the Southern States; this also was rejected. The Blaine amendment, which had been defeated in the House by a coalition of Democrats and Radicals, was then offered and refused; whereupon Mr. Sherman, of Ohio, offered a substitute for the pending bill in the following terms:—

Whereas, No legal State governments, or adequate protection for life or property, now exists in the Rebel States of Virginia, North Carolina, South Carolina, Georgia, Alabama, Mississippi, Louisiana, Florida, Texas, and Arkansas; and *whereas*, it is necessary that peace and good order should be enforced in said States until loyal and republican State governments can be legally established; therefore,

Be it enacted, etc., That said Rebel States shall be divided into military districts, and made subject to the military authority of the United States, as hereinafter mentioned; and for that purpose Virginia shall constitute the First District, North Carolina and South Carolina the Second District, Georgia, Alabama, and Florida the Third District, Mississippi and Arkansas the Fourth District, and Louisiana and Texas the Fifth District.

Section 2. That it shall be the duty of the President to assign to the command of each of said districts an officer of the army not below the rank of Brigadier-General, and to detail a sufficient military force to enable such officer to perform his duties and enforce his authority within the district to which he is assigned.

Section 3. That it shall be the duty of each officer assigned as aforesaid to protect all persons in their rights of person and property, to suppress insurrection, disorder and violence, and to punish, or cause to be punished, all disturbers of the public peace and criminals; and to this end he may allow local civil tribunals to take jurisdiction of and try offenders, or, when in his judgment it may be necessary for the trial of offenders, he shall have power to organize military committees or tribunals for that purpose; and all interference under color of State authority with the exercise of military authority under this act shall be null and void.

Section 4. That all persons put under military arrest by virtue of this act shall be tried without unnecessary delay, and no cruel or unusual punishment shall be inflicted, and no sentence of any military commission or tribunal hereby authorized, affecting the life or liberty of any person, shall be executed until it is approved by the officer in command of the district; and the laws and regulations for the government of the army shall not be affected by this act, except in so far as they may conflict with its provisions.

"Section 5. That when the people of any one of the said Rebel States shall have formed a constitution for their government in conformity with the Constitution of the United States in all respects, framed by a convention of delegates elected by the male citizens of said State twenty-one years old and upwards, of whatever race, color or previous condition, who have been resident in said State for one year previous to the day of such election, except such as may be disfranchised for participation in the rebellion or for felony at common law; and when such constitution shall provide that the elective franchise shall be enjoyed by all such persons as have the qualifications herein stated for electors of delegates, and when such constitution shall be ratified by a majority of the persons voting on the question of ratification who are qualified as electors for delegates, and when such constitution shall have been submitted to Congress for examination and approval, and Congress shall have approved the same, and when said State, by a vote of its Legislature, elected under said constitution, shall have adopted the amendment to the Constitution of the United States, proposed by the Thirty-ninth Congress, and known as article 14, and when said article shall have become a part of the Constitution of the United States, said State shall be declared entitled to representation in Congress, and Senators and Representatives shall be admitted therefrom on their taking the oath prescribed by law, and then and thereafter the preceding sections of this act shall be inoperative in said State."

In principle this is identical with the Blaine amendment; and like that, it will encounter in the House the united hostility of the Democrats and the extreme Radicals. That coalition, which proved so potent last week, will be renewed. The ultra Radicals are determined that there shall be no reconstruction in the Southern States, unless the negroes have universal suffrage, and the whites are stripped of suffrage altogether. The Democrats stand ready to help them secure this result. In order to keep their party "record" clear, they refuse to make the bill one whit better, or more tolerable for the South than the most ultra of the Radicals would make it without them. If they could defeat the bill altogether there might be some excuse for such an attempt. It is certainly repugnant to their principles and their interests, and no one expects for it their support. But there is neither sense nor honesty in refusing to *improve* what they cannot *prevent*. By voting with the more moderate and judicious Republicans on preliminary motions and on amendments, the Democrats can make the bill far better than it will be without their aid. If they cannot avert military rule from the South altogether, they can fix a limit to its duration, and leave open for the South a way of escape, if they shall find it wise to avail themselves of it. They can secure for the Southern States the chance of a return to civil government; not such a chance, perhaps, as they would deem desirable, but far better than none at all. And above all, they can, if they see fit, avert from the great body of the Southern whites that wholesale, sweeping proscription by which the radical ultraists hope to deprive them for years to come of all participation in the Government, both national and State, and to vest all political power in the hands of the negroes alone.

Unless the Democrats are blind and deaf to every instinct of patriotism, as well as every dictate of common sense, they will not refuse this service to the nation at this crisis of its fate. If they do, the country will hold them responsible for the consequences. They cannot escape that responsibility by any plea of want of power. They have all the power the emergency requires. They can secure these results by their votes. They already stagger under a load of opprobrium which has crushed every attempt they have made at resurrection hitherto; they cannot afford to tamper further with great national interests which they are branded with the public indignation for having betrayed and trampled under foot in the past. They may redeem themselves to some extent in the confidence of the people by disregarding for the moment the shallow calculations of party advantage, and coming to the rescue of imperilled interests involving the nation's peace. But they may rest assured that persistence in the policy they pursued last week will simply sink them still lower in the public distrust, and confirm the popular purpose to prevent at all hazards their return to power.

The radicals who follow the lead of Mr. Stevens stand committed to a policy which does not command the approval or assent of the country. They demand the enfranchisement of the blacks and the disfranchisement of the whites, as the sole basis of reconstruction in the Southern States. They demand that Southern Governments shall thus be virtually vested in the negroes alone, and unless this is done they threaten to defeat them altogether. They will have no reconstruction unless they can have it on that basis. The men of moderate counsels in Congress should compel them, then, to take that responsibility. The people do not sympathize with their purposes or their principles. The country demands restoration on principles that are just, wise, and consistent with the national safety. It does not demand, nor will it tolerate, that the Southern States shall be turned into a St. Domingo, or that the peace of the nation shall be sacrificed to extravagant and perilous experiments. The Sherman substitute, which has been already adopted by the Senate, comes up fully and completely to the public requirements. It secures everything the country demands or desires. It goes far beyond anything the people have ever adopted as the basis of their requirements, and will more than meet the expectations and the wishes of the Republican party everywhere. It secures the Constitutional amendment, with universal suffrage superadded, as the basis of reconstruction, and provides military government meantime as a guarantee for the preservation of order and peace in the Southern States. Equality of civil rights; equality of representation based on voters; treason made a disqualification for office; the national debt made inviolate; the Confederate debt, and all payment for slaves set free, repudiated; all these and universal suffrage for all classes and conditions secured by fundamental law—what further guarantees can any sane or sensible man demand as a basis of reconstruction? If the radicals in Congress see fit to reject such a basis, the country will hold them to a rigid responsibility. No man who appreciates aright either the necessities of the nation or the sentiments of the people will seek to share that responsibility with them.

But one day remains for action within the time during which the bill may be passed over the President's veto. The Democrats, it is said, threaten to consume that time in "filibustering," and thus defeat the bill altogether. This it is their parliamentary right to do; but, unless they can have assurance of the President's co-operation (which we do not believe they can get), the attempt would not be worth making; and success, even if they were to achieve it, would be attended with perils which it would be wiser to avoid.

We hope the good sense of Congress may secure the passage of this bill as it has passed the Senate. It is all that the emergency requires, and more even than the country demands. It will settle a controversy that becomes more perilous the longer it lasts, and will revive the confidence of the public in the possibility of a restored and prosperous Union. If this fails, the political future is dark and gloomy indeed.

Aspirations to be Rich.

From the Tribune.

A youth writes us as follows—and his case is like that of so many others that we treat it thus publicly, suppressing his name:—

"Dear Sir:—I am a poor boy. I would like to get rich. Now what shall I do? I would like to quit this section. I don't want to remain on my father's farm. Please give me the best advice you can, and oblige, Yours, G. G. S."

Answer.—The aspiration to be rich—though by no means the highest that can impel a career—is, in our view, wholesome and laudable. The youth who says, "Let me be rich *any how*, and before all other considerations," is very likely to bring up in some State Prison; but he who consistently says, "Let me first be just, honest, moral, diligent, useful; *then* rich," is on the right road. Every boy *ought* to aspire to be rich, provided he can be without unfaithfulness to social obligation or to moral principle.

But how shall he set about getting rich? We would concisely say:—

I. *Firmly resolve never to owe a debt.*—It is the fundamental mistake of most boys to suppose that they can get rich faster on money earned by others than on that earned respectively by themselves. If every youth of eighteen to twenty-five years were to-day offered $10,000 for ten years at seven per cent. interest, two-thirds of them would eagerly accept it; when the probable consequence is that three-fourths of them would die bankrupts and paupers. Boys do not need money half so much as they need to know how to earn and save it. The boy who, at the close of his first year of independence, has earned and saved $100, and invested or loaned it where it will pay him six or seven per cent., will almost surely become rich if he lives; while he who closes his first year of responsibility in debt, will probably live and die in debt. There is no greater mistake made by our American youth than that of choosing to pay interest rather than receive it. Interest devours us while we sleep; it absorbs our profits and aggravates our losses. Let a young man at twenty-five have $1000 loaned on bond and mortgage or invested in public securities, and he will rarely want money thereafter; in fact, that $1000, invested at seven per cent., will of itself make him rich before he is sixty. There is no rule more important or wholesome for our boys than that which teaches them to go through life receiving interest rather than paying it. Of the torments which afflict this mortal sphere, the first rank is held by crime; the second by debt.

II. *Acquire promptly and thoroughly some useful calling.*—Some pursuits are more lucrative, some more respectable, some more agreeable, than others; but a chimney-sweep's is far better than none at all. No matter how rich his parents may be, a boy should learn a trade; no matter how poor he may be, a boy may learn some trade if he will. This city is full to-day of young (and old) men who have been clerks, book-keepers, porters, etc. etc., yet can find nothing to do, and are starving because their foolish parents did not give them trades. A trade is an estate, and almost always a productive one. A good, efficient farm-laborer can generally find paying work if he does not insist in looking for it in a city where it cannot well be; while many a college graduate famishes because nobody wants the only work he knows how to do. Let nothing prevent your acquiring skill in some branch of productive industry.

III. *Resolve not to be a rover.*—"A rolling stone gathers no moss," but is constantly thumped and knocked, and often shivered to pieces. If you are honest and industrious you must be constantly making reputation, which, if you remain in one place, helps you along the road to fortune. Even a hod-carrier, or street-sweeper, who has proved that his promise to appear on a given day and hour, and go to work, may be trusted, has a property in the confidence thus created. If you cannot find your work where you now are, migrate; but do it once for all. When you have stuck your stake, stand by it!

IV. *Comprehend that there is work almost everywhere for him who can do it.*—An Italian named Bianconi settled in Ireland some sixty years ago, and got very rich there by gradually establishing lines of passenger conveyances all over that island. Almost any man would have said that he who went to Ireland to make his fortune must be mad. He who knows how, and will work, can get rich growing potatoes in New England, though he hasn't a five-cent stamp to begin with. There is work that will pay for a million more people on the soil of Connecticut alone. There are millions of unproductive acres within a day's ride of this city that might be bought and rendered largely fruitful at a clear profit of one hundred dollars or more per acre. A man in Niles, Michigan, declined to go gold hunting in the Rocky Mountains because there was more gold in Niles than he could get hold of. The reason was a good one, and it applies almost everywhere. If you can find nothing to do where you are, it is generally because you can do nothing.

V. *Realize that he who earns sixpence per day more than he spends must get rich, while he who spends sixpence more than he earns must become poor.*—This is a very hackneyed truth; but we shall never be done needing its repetition. Hundreds of thousands are not only poor but wretched to-day, simply because they fail to comprehend or will not heed it. We Americans are not only an extravagant but an ostentatious people. We habitually spend too much on our stomachs and our neighbor's eyes. We are continually in hot-water, not because we cannot live in comfort on our means, but because we persist in spending more than we need or can afford. Our youth squander in extra food and drinks, in frolic and dissipation, which does them harm instead of good, the means which should be the nest-egg of their future competence. When cares and children cluster about them, they grumble at their hard fortune; forgetful that they wasted the years and means which might and should have saved them from present and future poverty.

All these are very trite, homely truths. All our boys have heard them again and again; but how many have laid them to heart? We assure G. G. S., and every other youth, that each may become rich if he will—that "to be or not to be" rests entirely with himself; and that his very first lesson is to distrust and shun by-paths and short cuts, and keep straight along the broad, obvious, beaten highway.

The Sherman Disunion Scheme.

From the World.

The Sherman substitute for Stevens' "declaration of war" against the South passed the Senate on Sunday morning. This new scheme really contains nothing novel, but differs from the House bill in several important particulars:—

1. In giving the power to appoint military satraps to the President, instead of to General Grant. 2. In including the so-called Blaine amendment, that is, the Reconstruction Committee's Constitutional amendment, as a part of the scheme. 3. In allowing the issuance of a habeas corpus writ. And 4. In providing a machinery of reconstruction which will make it impossible for the Southern States to get back into the Union before the next Presidential election.

This last consideration is the real *animus* of all these bills. Both House and Senate are agreed to undo all that has been done for the last two years in the way of restoration, and to provide a machinery which will keep the Southern States unrepresented either in Congress or the Electoral College for two years longer.

There are contingencies enough to keep the Southern States out of the Union until doomsday, which, of course, is what Stevens & Co. have in view. We presume this new device of the devil will be rushed through the House. If delayed until Wednesday the President can kill the measure, so far as this Congress is concerned. If it is within the resources of parliamentary stratagem, we hope the conservatives in the House will fight this bill of abominations to the bitter end. Let it die the death.

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CITY OF WASHINGTON........Saturday, February 23
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CITY OF NEW YORK........Saturday, March 2
CITY OF ANTWERP (new)........Saturday, March 9
CITY OF BOSTON........Saturday, March 16
and each succeeding Saturday and Wednesday, at noon, from Pier No. 45, North River.
RATES OF PASSAGE
By the mail steamer sailing every Saturday—

Payable in Gold.		Payable in Currency.	
First Cabin	$110	Steerage	$30
To London	115	To London	35
To Paris	125	To Paris	45

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FOR NEW YORK.—PHILADELphia Steam Propeller Company Despatch Swiftsure Lines, via Delaware and Raritan Canal, leaving daily at 12 M. and 5 P. M., connecting with all Northern and Eastern lines.
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TO SHIP CAPTAINS AND OWNERS—The undersigned having leased the KENSINGTON SCREW DOCK, begs to inform his friends and the patrons of the Dock that he is prepared with increased facilities to accommodate those having vessels to be raised or repaired, and being a practical ship-carpenter and caulker, will give personal attention to the vessels entrusted to him for repairs.
Captains or Agents, Ship-Carpenters, and Machinists having vessels to repair, are solicited to call.
Having the agency for the sale of "Wetterstedt's Patent Metallic Composition" for Copper paint, for the preservation of vessels' bottoms, for this city, I am prepared to furnish the same on favorable terms.
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SECOND STORY, NEW LEDGER BUILDING,
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Into which we have removed, where we shall be pleased to see our many patrons and friends.
J. M. BRADSTREET & SON.
J. B. BROOKE, Superintendent Philadelphia Office.
Philadelphia, February 2, 1867. 2 21m

REMOVAL.
E. H. THARP,
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REMOVED TO No. 32 South THIRD Street.
COLLECTIONS made on all parts of the United States 2 21m4p

DREER & SEARS REMOVED TO NO. 412 PRUNE Street.—DREER & SEARS, formerly of Goldsmith's Hall, Library street, have removed to No. 412 PRUNE Street, between Fourth and Fifth streets, where they will continue their Manufactory of Gold Chains, Bracelets, etc., in every variety. Also the sale of fine Gold, Silver, and Copper. Old Gold and Silver bought.
January 1, 1867. 1 193m

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OLD SHINGLE ROOFS (FLAT OR STEEP) COVERED WITH JOHN'S ENGLISH ROOFING CLOTH, And coated with LIQUID GUTTA PERCHA PAINT, making them perfectly water-proof. LEAKY GRAVEL ROOFS repaired with Gutta Percha Paint, and warranted for five years. LEAKY SLATE ROOFS coated with liquid which becomes as hard as slate. TIN, COPPER, ZINC, or IRON coated with Liquid Gutta Percha at small expense. Cost ranging from one to two cents per square foot. Old Board or Shingle Roofs ten cents per square foot, all complete. Materials constantly on hand and for sale by the PHILADELPHIA AND PENNSYLVANIA ROOFING COMPANY.
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For TIN, COPPER, ZINC, and IRON ROOFS this Paint is the *ne plus ultra* of all other protection. It forms a perfectly impervious covering, completely resists the action of the weather, and constitutes a thorough protection against leaks by rust or otherwise. Price only from one to two cents per square foot.
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1867.—SELECT WHITE PINE BOARDS AND PLANK.
4-4, 5-4, 6-4, 2, 2½, 3, and 4 inch
CHOICE PANEL AND 1st COMMON, 16 feet long.
4-4, 5-4, 6-4, 2, 2½, 3, and 4-inch
WHITE PINE, PANEL PATTERN PLANK.
LARGE AND SUPERIOR STOCK ON HAND.

1867.—BUILDING! BUILDING! BUILDING!
LUMBER! LUMBER! LUMBER
4-4 CAROLINA FLOORING.
5-4 CAROLINA FLOORING.
4-4 DELAWARE FLOORING.
5-4 DELAWARE FLOORING.
WHITE PINE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
SPRUCE FLOORING.
STEP BOARDS.
RAIL PLANK.
PLASTERING LATH.

1867.—CEDAR AND CYPRESS SHINGLES.
LONG CEDAR SHINGLES.
SHORT CEDAR SHINGLES.
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FINE ASSORTMENT FOR SALE LOW.
No. 1 CEDAR LOGS AND POSTS.
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1867.—LUMBER FOR UNDERTAKERS!
LUMBER FOR UNDERTAKERS!
RED CEDAR, WALNUT, AND PINE.
RED CEDAR, WALNUT, AND PINE.

1867.—ALBANY LUMBER OF ALL KINDS.
ALBANY LUMBER OF ALL KINDS.
SEASONED WALNUT.
SEASONED WALNUT.
DRY POPLAR, CHERRY, AND ASH.
OAK PLANK AND BOARDS.
MAHOGANY,
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CONGRESSIONAL PROCEEDINGS.

The following are the Congressional proceedings of yesterday, continued from our Fourth Edition:—

WASHINGTON, February 18.

Senate.

The River and Harbor Appropriation bill was received from the House, and referred to the Committee on Commerce.

Mr. FESSENDEN moved to take up the Military Academy Appropriation bill.

Mr. SUMNER moved to take up the Louisiana bill. There was a distinct understanding that it was to be proceeded with as soon as the Military bill was passed.

Several Senators rose and disclaimed any such understanding.

Mr. WADE said if he ever had such an understanding, it was before there was anything looking like reconstruction in the Military bill.

Mr. SUMNER did not agree that the amendment to the bill passed on Sunday made the necessity for the Louisiana bill any the less. He thought it increased it.

The Senate resumed the consideration of Mr. Harris' bill, laid aside a short time since.

Mr. HARRIS offered an amendment, that the provisions of the bill shall not apply to any case in which the time limited by law had expired before the rebellion. As thus amended the bill was passed, and goes to the House.

The bill making appropriations for the support of the Military Academy for the year ending June 30, 1868, was then taken up. It contains a proviso that no money shall be appropriated under it for the pay or subsistence of any cadet from any State lately in rebellion until that State shall have been readmitted, and that no money shall be expended under it in violation of the law prescribing an oath of office, &c. The committee recommended the striking out of this proviso.

Mr. FESSENDEN said the proviso was unnecessary, and was embodied in existing laws. It was stricken out.

Mr. WILSON moved an amendment relieving the Chaplain of the Academy from academic duties, that he may devote his whole time to the moral and religious education of the cadets.

The amendment was agreed to and the bill was passed, and goes to the House for concurrence in amendments.

On motion of Mr. FESSENDEN the Diplomatic and Consular Appropriation bill was taken up. Among the items is $17,000 for the suppression of the African slave trade.

The Committee on Finance recommended the restoration of the Portugal mission.

Mr. SUMNER opposed this amendment.

Mr. GRIMES said he believed Mr. Harvey had been paid out of the contingent fund of the State Department, which, by the last year's Appropriation bill, was $60,000, although five years ago it was only $12,000 a year.

Mr. SUMNER said it would be remembered that it was provided by law that no money should be paid to Mr. Harvey out of any fund whatever.

Mr. GRIMES said he understood the Secretary of State had a way of using his contingent fund so that one Minister who was his friend might get $3000 for travelling expenses, and another whom he did not like might get nothing.

Mr. FESSENDEN said the amendment of the committee provided only for the payment of Minister to Portugal. It could not be applied to Mr. Harvey, because the law of last session provided that no money should be paid for any future services rendered by Mr. Harvey, and until this was repealed, Mr. Harvey could not be paid.

Mr. DIXON defended Mr. Harvey, and expressed the belief that he would yet be paid what was due him for his services. He did not know how this would be done, but he believed it would be done at some future time.

Mr. FOGG, of New Hampshire, condemned the conduct of the State Department in keeping Mr. Harvey in his position after Congress had declared him an unfit representative of the nation.

Mr. DAVIS contrasted the conduct of Mr. Harvey with the conduct of Mr. Motley, and contended that the offence of the latter was the greatest, though he thought Congress ought not to take official notice of either.

Mr. FESSENDEN asserted the right of Congress to withhold appropriations to pay men who had proven themselves unworthy of public confidence. He had nothing to say as to Mr. Harvey's particular case, but he totally denied the doctrine of Mr. Dixon, that because the Constitution or laws made an office, Congress was therefore compelled to appropriate money to pay whomsoever was appointed. This was a slavish doctrine to which the country would never consent.

Mr. SUMNER regretted that the Finance Committee had recommended this amendment. He should be compelled to vote against it, as he preferred the bill as it came from the House. Diplomatic appointment, he might say, stood upon two legs; the first was the act creating the mission, which in the case of Portugal was passed in 1856, and the second was the annual appropriation bill. By repealing the first, or failing to provide for the mission in the second, Congress had an undoubted right to practically abolish a mission.

After further debate the question was taken on agreeing to the amendment to insert an appropriation for the Portugal mission, and it was agreed to.

Yeas—Messrs. Anthony, Davis, Dixon, Doolittle, Fessenden, Hendricks, Johnson, Kirkwood, McDougall, Morgan, Poland, Riddle, Ross, Saulsbury, Van Winkle, Wade, Willey, Williams, and Yates—19.

Nays—Messrs. Brown, Chandler, Conness, Cragin, Cresswell, Fogg, Fowler, Frelinghuysen, Howard, Howe, Morrill, Sumner, Trumbull, and Wilson—14.

An amendment was adopted appropriating $30,000 for Atlantic cable dispatches.

Evening Session.

Mr. GRIMES, of Iowa, moved to reconsider the vote passing the Diplomatic Appropriation bill, for the purpose of amending it by reducing the appropriation for the contingent fund of the State Department from $60,000 to $30,000.

Mr. Grimes said that before the war the amount appropriated for this purpose was only [illegible] it was always paid in gold, and could [illegible] therefore be increased on the plea of depreciated currency. He was willing to increase it 50 per cent. over what it was before the war.

Mr. SUMNER opposed the amendment.

Mr. DAVIS, of Kentucky, opposed it, and spoke in eulogistic terms of the Secretary of State, who had, he said, during the past few years, shown himself a statesman of wise experience and an ardent lover and supporter of the Constitution.

The resolution of Mr. Grimes was agreed to by the following vote:

Yeas—Messrs. Brown, Chandler, Conness, Cresswell, Fogg, Grimes, Howard, Howe, Lane, Morrill, Patterson, Ramsey, Ross, Stewart, Wade and Wilson—16.

Nays—Messrs. Anthony, Buckalew, Davis, Dixon, Doolittle, Fessenden, Hendricks, Johnson, Sumner, Van Winkle, Willey and Williams—15.

The bill was then passed.

Mr. SUMNER moved to take up the Louisiana bill.

Mr. WILSON favored the motion. He was for considering it before the bill that passed on Sunday was taken up. The great wrong of the President was in giving the control of the southern States in to the hands of the rebels. He had done as great a wrong in this respect as General Grant would have done had he surrendered to Gen. Lee after having defeated him. He (Mr. Wilson) had just received a letter from the editor of the Savannah Republican, who had been arrested, tried and sent to jail for a year, and fined $1000, for saying that a man who used to be Postmaster in Savannah was a defaulter. It was known that the government was now prosecuting this ex-Postmaster as a defaulter, but for maintaining this fact the editor, who was a loyal man, was punished by a rebel judge and a rebel jury. He (Mr. Wilson) believed that the Louisiana bill, modified so as to extend suffrage to the blacks, and made to apply to the other States, would be a good basis of reconstruction.

Without acting on the motion, the Senate at 10 P. M. adjourned.

House of Representatives.

By Mr. HOOPER, of Utah, memorial of the Utah Legislature praying for the repeal of the act to punish polygamy in the territories. Same reference.

By Mr. JULIAN, joint resolution on the subject of republican governments for the States of the Union. Referred to the Committee on the Judiciary.

The House then proceeded to the consideration of the resolutions introduced several Mondays ago by Mr. Noell in reference to extending the suffrage to women. Having half an hour left of the time he had last Monday, he consumed it in reading an argument in support of his proposition, which afforded considerable amusement to members in his vicinity.

When the fall of the Speaker's hammer indicated the expiration of Mr. Noell's time,

On motion of Mr. STEVENS, the House proceeded to the business on the Speaker's table, the first business taken up being the amendments of the Senate to the House bill to provide for the more efficient government of the insurrectionary States.

Mr. RANDALL, of Pennsylvania, asked the Speaker how it happened that, although when the House adjourned on Saturday there were some twenty bills on the Speaker's table, this bill, which only came in this morning, was the first to be taken up?

The SPEAKER replied that that was according to the rule which required the business on the Speaker's table to be considered in the following order: First, messages from the President and other Executive documents. Second, messages from the Senate and amendments proposed by the Senate to House bills; and third, bills and resolutions from the Senate.

Mr. RANDALL expressed himself satisfied with the Speaker's explanation.

The amendments of the Senate having been read,

Mr. STEVENS moved that the House nonconcur in the amendments, and ask for a Committee of Conference.

Mr. SPALDING moved that the House concur in the amendments.

Mr. STEVENS having the floor, yielded for twenty minutes to

Mr. BOUTWELL, who addressed the House in opposition to the amendments.

Mr. STOKES, of Tennessee, opposed the Senate amendment because he saw in it universal amnesty and universal suffrage.

Mr. STEVENS, of Pennsylvania, addressed the House in opposition to the amendments of the Senate.

Mr. BLAINE, of Maine, spoke in support of the amendment, contending that it gave no more right to the rebels to vote than Congress had given them when Tennessee was admitted to representation.

Mr. WILSON, of Iowa, also sustained the Senate amendment. It did not embrace all that he wished on the subject of reconstruction, but this was the last opportunity members would have at the present session to enact any law on the subject, and he felt it important to have some affirmative action on the part of Congress with which to antagonize the policy established by the President of the United States. He should therefore vote to concur in the Senate amendment. An additional reason for speedy action was that it was to be feared that a case might be got up and brought before the Supreme Court, and that that Court might decide that the recognition by the President of the governments of those States was binding.

Mr. BINGHAM, of Ohio, rose to expose the animus with which gentlemen had assailed this bill as it came from the Senate.

Mr. FARNSWORTH, of Illinois, said he should support the bill as it came from the Senate. It was very evident that they must pass this or no other bill during the present session. He found in this bill the same provisions as in that reported from the Reconstruction Committee. The change of military assignments from the General of the army to the President of the United States he did not regard as improper, for all knew that whatever details were made by the General of the army must be made in subordination to the President. He repeated, there was no material change in the bill. The loyal people of the southern States, white and black, are calling from day to day for protection.

Mr. SCHENCK, of Ohio, concurred with the gentleman from Iowa (Mr. Wilson), that this bill did not contain all he desired, but it was a bill upon which they could agree if they could agree upon anything. It was the only bill which could possibly pass. He believed every motion to commit or amend it would have the tendency to defeat the bill, whether so intended or not, and prevent the House from coming to a direct vote. They had been told that in a short time—the gentleman from Pennsylvania (Mr. Stevens) had indicated two hours—they could have a bill framed which would reconcile all conflicting opinions.

Mr. GARFIELD, of Ohio, spoke in support of the Senate amendment. He characterized the bill as a measure which had its hands on the throats of the rebel governments, and took the very breath out of them, and which pointed the bayonet at the breast of every rebel at the south. It placed in the hands of Congress, utterly and absolutely, the work of reconstruction.

Mr. BAKER, of Illinois, stated the reasons why he should vote for the Senate amendment.

Mr. DONNELLY, of Minnesota, who proceeded to state his exceptions to the Senate amendment. While he was doing so, the hour of half-past four o'clock arrived, and the fall of the Speaker's hammer announced a recess. The House then adjourned till 7½ o'clock.

Evening Session.

The House resumed its session at half-past 7 o'clock, the attendance of the members being as large as during the morning session, and the galleries being crowded with spectators.

Mr. HOOPER, of Massachusetts, from the Committee of Ways and Means, reported back the Senate amendments to the Tariff bill with amendments, which were ordered to be printed and made the special order in the Committee of the Whole on the State of the Union for Thursday next, after the morning hour.

Mr. KELLEY, of Pennsylvania, asked leave to offer a resolution declaring that the statistical report prepared by Alex. Delmar, to be sent to the Paris Exposition abounded in ignorant, careless, or wilful misrepresentations, and directing the Secretary of the Treasury and the Secretary of State to withhold from circulation such copies as were in their possession. Objection was made, and the resolution was not received.

Mr LE BLOND, of Ohio, having had five minutes allowed him by Mr. Stevens, said he accepted the crumb given to him not by his master, but by the master. He proceeded to rebut Mr. Shellabarger's argument last week on the Louisiana bill, and declared that there was no war existing in this country, and therefore there was no excuse for this legislation.

Mr Stevens then yielded ten minutes to Mr. ELDRIDGE, who said he had never learned to value time before. The most important measures ever discussed in this country were to be discussed in allotments of ten minutes, of five minutes, and of two minutes. He would not stultify himself by attempting an argument against the bill, but would content himself with denouncing it as containing all the vices, all the infamies and all the mischiefs contained in any bill reported from the Joint Committee on Reconstruction. This bill itself was a declaration of war against the people of the south. It was a continuation of war. From the time it became a law there would be war, actual, real and existing, that would involve the whole of the southern people in one common ruin.

Mr. STEVENS, having but fifteen minutes left, and that being the close of the debate, various propositions for an extension of the time for debate were made, and finally it was agreed upon, by unanimous consent, that the debate should go on unlimited this evening, and that the House should meet to-morrow at 11 o'clock, and proceed to vote immediately after the reading of the journal.

Mr. DELANO, of Ohio, spoke in support of the amendment, basing his proposition on the lawlessness, violence, murder and rapine that prevailed at the south, and on the scornful rejection by the southern States of the proposed constitutional amendment.

Mr. WILLIAMS expressed an emphatic negative of the Senate proposition. It involved an entire departure from the House bill, which it professed to amend. It was a departure from the principle of the Louisiana bill; it gave into the hands of the rebels the power of which they had been deprived. They had been told that they must take this bill or nothing.

For his part he preferred to take nothing. He preferred to leave the work to the next Congress. He was in no hurry about it Better that the rebel States should remain outside the Union for a generation than that they should come back now, when they could form political alliances.

Mr. GRINNELL expressed the fear that if there was a concurrence in the Senate amendment, they would, with the filibustering that might be expected when it came back with the President's veto, find themselves in the position of the man who went to hear the famous preacher Whitfield, and who rolled on the ground in exstacy at the preacher's eloquence.

He found out, however, that it was not Whitfield whom he had heard preach, and he said he had soiled his coat for nothing; so he feared that if he voted for this amendment, he would find that he had also soiled his coat for nothing.

The House, at 11.45, P. M. adjourned until 11 o'clock on Tuesday morning.

WHISKY, BRANDY, WINE, ETC.

CALIFORNIA WINE COMPANY

WINES,

From the Vineyards of Sonoma, Los Angelos, and Wapa Counties, California, consisting of the following:

WINE BITTERS,
ANGELICA,
SHERRY,
HOCK,
MUSCATEL,
CATAWBA,
CLARET,
PORT,
BRANDY,
CHAMPAGNE.

These WINES are warranted to be the pure juice grape, unsurpassed by any in the market, and are h recommended for Medicinal and Family purposes.

FOR SALE BY

E. L. CAUFFMAN,
AGENT,
No. 21 North FOURTH Street
1 3 thstu2m PHILADELPHIA

GREAT REVOLUTION
IN THE
WINE TRADE OF THE UNITED STATES
Pure California Champagne,

Made and prepared as if done in France, from pu California Wine, and taking the place of Imported Champagne.

The undersigned would call the attention o, W Dealers and Hotel Keepers to the foll letter, which may give a correc idea o the quality of the Wine —

"CONTINENTAL HOTEL, PHILADELPHIA, Oct. 25, 1866.
"MESSRS. BOUCHER & CO. —
"Gentlemen:—Having given your California Champagne a thorough test we take pleasure in saying that we think it the best American Wine we have ever used We shall at once place it on our bill of fare.
"Yours truly, J. E. KINGSLEY & CO."

CALL and TRY OUR CALIFORNIA CHAMPAGN

BOUCHER & CO.
11 20 tuthsȝm] No. 36 DEY Street, Ne York.
A. MAYER, Agent, 710 SANSOM St., Philadelphia.

INSURANCE COMPANIES.

TWENTY-SECOND
ANNUAL REPORT
OF THE
NEW YORK
LIFE INSURANCE COMPANY.
OFFICES:
Nos. 112 and 114 BROADWAY.

JANUARY 1, 1867.

Amount of Assets, January 1, 1866		$4,881,919·70
Amount of Premiums received during 1866	$2,736,062·43	
Amount of interest received and accrued, including premiums on gold, etc	352,742·04	3,088,804·47
		$7,970,724·17

DISBURSEMENTS.

Paid losses by death	$480,197·33	
Paid on account of Deposit for minors	71·44	
Paid for Redemption of Dividends, Annuities, and surrendered and cancelled Policies	327,838·42	
Paid Salaries, Printing, and Office Expenses	91,378·95	
Paid Commissions and Agency Expenses	280,796·95	
Paid for Advertising and Medical Examinations	38,616·62	
Paid Taxes, Internal Revenue Stamps, and Law Expenses	24,007·31	1,242,907·52
		$6,727,816·65

ASSETS.

Cash on hand, in Bank and deposited in Union Trust Company	$532,154·79	
Invested in United States Stocks, cost (Market value, $2,523,753·25.)	2,399,591·24	
Invested in New York City Bank Stocks, cost (Market value, $57,518.)	52,561·50	
Invested in New York State Stocks, cost (Market value, $825,890.)	791,436·54	
Invested in other Stocks, cost (Market value, $30,000.)	21,687·50	
Loans on demand, secured by United States and other Stocks (Market value, $381,526.)	344,600·00	
Real Estate (Market value, $225,000.)	115,608·37	
Bonds and Mortgages	402,450·00	
Premium Notes on existing Policies, bearing interest	1,384,821·40	
Quarterly and semi-annual Premiums due subsequent to January 1, 1867	336,438·39	
Accrued interest (not due) to January 1, 1867	54,246·25	
Accrued Rents (not due) to January 1, 1867	2,474·32	
Premiums on Policies in hands of Agents and in course of transmission	289,745·35	$6,727,816·65

The Trustees have declared a Return Premium as follows:—A Scrip Dividend of FIFTY PER CENT. upon all participating premiums on existing Policies, which were issued twelve months prior to January 1, 1867, and the Redemption of the Dividends declared in 1865.

Certificates will be redeemed in Cash, on and after the first Monday in March next, on presentation at the Home Office. Policies subject to Notes will be credited with the Redemption on the settlement of next premium.

By order of the Board.
WILLIAM H. BEERS, Actuary.

During the year 7296 new Policies were issued, insuring $22,734,308.

Balance Sheet of the Company, January 1, 1867.

Assets as above, at cost (Market value, $7,009,092·25.)		$6,727,816·65
Reserved for losses due subsequent to January 1, 1867	$64,291·45	
Reserved for Reported Losses, awaiting proofs, etc	40,000·00	
Reserved for Special Deposit for minor children	214·32	
Amount reserved for reinsurance on all existing policies (valuations at 4 per cent. interest, net premium)	4,979,867·99	
Return Premium, declared prior to 1864, payable on demand	93,394·06	
Return Premium, 1865 (now to be paid)	331,643·56	
Return Premium, 1866 (present value)	429,817·86	
Return Premium, 1867 (present value)	597,392·90	
Special reserve (not divided)	191,194·51	$6,727,816·65

TRUSTEES:

MORRIS FRANKLIN, President of the New York Life Insurance Company.
JOHN M. NIXON (Doremus & Nixon, Dry Goods), No. 45 Warren street.
DAVID DOWS (David Dows & Co., Flour Merchants), No. 20 South street.
ISAAC C. KENDALL, Union Buildings, corner of William and Pine streets.
DANIEL S. MILLER (late Dater, Miller & Co., Grocers.
WILLIAM C. DUSENBERRY (Real Estate Broker).
HENRY K. BOGERT (Bogert & Kneeland), No. 49 William street.
JOHN L. ROGERS (late Wyeth, Rogers & Co., Importers), No. 54 William street.
JOHN MAIRS (Merchant), No. 20 South street.
DUDLEY B. FULLER (Fuller, Lord & Co.), No. 139 Greenwich street.
JOHN E. WILLIAMS, President of the Metropolitan Bank.
WILLIAM H. APPLETON (Appleton & Co., Publishers), Nos. 443 and 445 Broadway.
ROBERT B. COLLINS (Collins & Brothers, Stationers), No. 84 Leonard street.
WILLIAM BARTON (William Barton & Son), No. 62 Wall street.
WILLIAM A. BOOTH (Booth & Edgar), No. 95 Front street.
SANFORD COBB, President Eagle Fire Insurance Company, No. 71 Wall street.
GEORGE A. OSGOOD, Banker (Van Schaick, Massett & Co.), No. 19 William street.
HENRY BOWERS (Bowers, Beeckman & Bradford, Jr., Dry Goods), No. 59 Leonard street.
CHARLES L. ANTHONY (Anthony & Hall, Dry Goods), No. 66 Leonard street.

MORRIS FRANKLIN, President.
ISAAC C. KENDALL, Vice-President.
WILLIAM H. BEERS, Actuary.
THEODORE M. BANTA, Cashier.

MEDICAL EXAMINERS,
CORNELIUS R. BOGERT, M. D.,
GEORGE WILKES, M. D.
ASSISTANT MEDICAL EXAMINER,
CHARLES WRIGHT, M. D.

Any information desired will be furnished on application at the

BRANCH OFFICE,
No. 428 WALNUT Street,
PENN BUILDINGS.
A. C. SECKEL,
2 12 tuthstf GENERAL AGENT.

INSURANCE COMPANIES.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY, Incorporated by the Legislature of Pennsylvania, 1835.

Office, S. E. Corner THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
on vessels, cargo, and freight, to all parts of the world.
INLAND INSURANCES
on goods by river, canal, lake, and land carriage, to all parts of the Union.
FIRE INSURANCES
on merchandise generally.
On Stores, Dwelling Houses, Etc.

ASSETS OF THE COMPANY,
November 1, 1866.

$100,000	United States 5 Per Cent. Loan, 1871	$114,000·00
120,000	United States 6 Per Cent. Loan 1881	136,500·00
200,000	United States 7 3-10 Per Cent. Loan, Treasury Notes	211,500·00
125,000	City of Philadelphia Six Per Cent. Loan (exempts)	126,562·50
54,000	State of Pennsylvania Six Per Cent. Loan	54,700·00
45,000	State of Pennsylvania Five Per Cent. Loan	44,620·00
50,000	State of New Jersey Six Per Cent. Loan	50,750·00
20,000	Pennsylvania Railroad, 1st Mortgage, Six Per Cent. Bonds	20,500·00
25,000	Pennsylvania Railroad, 2d Mortgage Six Per. Cent. Bonds	24,250·00
25,000	Western Pennsylvania Railroad Six Per Cent. Bonds (Pennsylvania Railroad guarantees)	20,750·00
30,000	State of Tennessee Five Per Cent. Loan	18,000·00
7,000	State of Tennessee Six Per Cent. Loan	5,040·00
15,000	300 Shares Stock of Germantown Gas Company (principal and interest guaranteed by the city of Philadelphia)	15,000·00
7,150	143 Shares Stock of Pennsylvania Railroad Company	8,258·25
5,000	100 Shares Stock of North Pennsylvania Railroad Company	3,950·00
*20,000	80 Shares Stock of Philadelphia and Southern Mail Steamship Company	20,000·00
195,900	Loans on Bonds and Mortgage, 1st Liens on City Property	195,900·00
$1,045,050 par.	Market value, Cost, $1,030,552·05.	$1,070,280·75
	Real Estate	36,000·00
	Bills receivable for insurances made	27,637·20
	Balance due at agencies.—Premiums on Marine Policies, Accrued interest, and other debts due to the Company	38,923·90
	Scrip and Stock of sundry Insurance and other Companies, $5,173. Estimated value	2,930·00
	Cash in Bank $41,102·26; Cash in Drawer 447·14	41,540·00
		$1,407,321·56

*This being a new enterprise, the Par is assumed as the market value.

Thomas C. Hand,
John C. Davis,
Edmund A. Souder,
Theophilus Paulding,
John R. Penrose,
James Traquair,
Henry C. Dallett, Jr.,
James C. Hand,
William C. Ludwig,
Joseph H. Seal,
George G. Leiper,
Hugh Craig,
John D. Taylor,
Jacob Riegel,

Samuel E. Stokes,
Henry Sloan,
William G. Boulton,
Edward Darlington,
H. Jones Brooke,
Edward Lafourcade,
Jacob P. Jones,
James B. McFarland,
Joshua P. Eyre,
Spencer McIlvaine,
J. B. Semple, Pittsburg,
A. B. Berger, "
D. T. Morgan, "
George W. Bernardou,

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary. 1 8 §

LIVERPOOL AND LONDON
AND
GLOBE INSURANCE COMPANY
Capital and Assets, $16,000,000.
Invested in United States, $1,500,000.
Total Premiums Received by the Company in 1865, $4,947,175.
Total Losses Paid in 1865, $4,018,250

All Losses promptly adjusted without reference t England.

ATWOOD SMITH,
General Agent for Pennsylvania.
OFFICE,
No. 6 Merchants' Exchange
PHILADELPHIA. 18 116m

NORTH AMERICAN TRANSIT
INSURANCE COMPANY,
NO. 33 S. FOURTH STREET,
PHILADELPHIA.

Annual Policies issued against General Accidents of all descriptions at exceedingly low rates.

Insurance effected for one year, in any sum from $100 to $10,000, at a premium of only one-half per cent., securing the full amount insured in case of death, and a compensation each week equal to the whole premium paid.

Short time Tickets for 1, 2, 3, 5, 7, or 10 days, or 1, 3, or 6 months, at 10 cents a day, insuring in the sum of $3000, or giving $15 per week if disabled, to be had at the General Office, No. 133 S. FOURTH Street, Philadelphia, or at the various Railroad Ticket offices. Be sure to purchase the tickets of the North American Transit Insurance Company.

For circulars and further information apply at the General Office, or of any of the authorized Agents of the Company.

LEWIS L. HOUPT, President.
JAMES M. CONRAD, Treasurer.
HENRY C. BROWN, Secretary.
JOHN C. BULLITT, Solicitor.

DIRECTORS.

L. L. Houpt, late of Pennsylvania Railroad Company.
J. E. Kingsley, Continental Hotel.
Samuel C. Palmer, Cashier of Com. National Bank.
H. G. Leisenring, Nos. 237 and 239 Dock street.
James M. Conrad, firm of Conrad & Walton, No. 627 Market street.
Enoch Lewis, late Gen. Superintendent Penna. R.R.
Andrew Mehaffey, S. W. corner of Third and Walnut streets.
G. C. Franciscus, Gen. Agent Penna. R. R. Co.
Thomas K. Peterson, No. 3036 Market street.
W. W. Kurtz, firm of Kurtz & Howard, No. 25 S. Third street. 1 3 1y

PROVIDENT LIFE AND TRUST COMPANY
OF PHILADELPHIA,
No. 111 South FOURTH Street.
INCORPORATED 3d MONTH, 22d., 1865.
CAPITAL, $150,000, PAID IN.

Insurance on Lives, by Yearly Premiums; or by 5, 10, or 20 year Premiums, Non-forfeiture.

Endowments, payable at a future age, or on prior decease by Yearly Premiums, or 10 year Premiums—both classes Non-forfeiture.

Annuities granted on favorable terms.

Term Policies. Children's Endowments.

This Company, while giving the insured the security of a paid-up Capital, will divide the entire profits of the Life business among its Policy holders.

Moneys received at interest, and paid on demand.

Authorized by charter to execute Trusts, and to act as Executor or Administrator, Assignee or Guardian, and in other fiduciary capacities, under appointment of any Court of this Commonwealth, or any person or persons, or bodies politic or corporate.

DIRECTORS.

SAMUEL R. SHIPLEY,
JOSHUA H. MORRIS,
RICHARD WOOD,
RICHARD CADBURY,

HENRY HAINES,
T. WISTAR BROWN,
WM. C. LONGSTRETH,
WILLIAM HACKER,

CHARLES F. COFFIN.

SAMUEL R. SHIPLEY, President.
ROWLAND PARRY, Actuary.
THOMAS WISTAR, M. D., Medical Examiner.
J. B. TOWNSEND, Legal Adviser.
7 27§

FIRE INSURANCE EXCLUSIVELY.—THE PENNSYLVANIA FIRE INSURANCE COMPANY—Incorporated 1825—Charter Perpetual—No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also, on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,
Alexander Benson,
Isaac Hazlehurst,
Thomas Robbins,

John Devereux,
Thomas Smith,
Henry Lewis,
J. Gillingham Fell,

Daniel Haddock, Jr.
DANIEL SMITH, JR., President.
WILLIAM G. CROWELL, Secretary 3 30§

PHŒNIX INSURANCE COMPANY OF PHILADELPHIA.
INCORPORATED 1804—CHARTER PERPETUAL.
No. 224 WALNUT Street, opposite the Exchange.

In addition to MARINE and INLAND INSURANCE, this Company insures from loss or damage by FIRE for liberal terms on buildings, merchandise, furniture, etc., for limited periods, and permanently on buildings, by deposit of premium.

The Company has been in active operation for more than SIXTY YEARS, during which all losses have been promptly adjusted and paid.

DIRECTORS.

John L. Hodge,
M. B. Mahony,
John T. Lewis,
William S. Grant,
Robert W. Leaming,
D. Clark Wharton,
Samuel Wilcox,

Lawrence Lewis, Jr.
David Lewis,
Benjamin Etting,
Thomas H. Powers,
A. R. McHenry,
Edmund Castillon,
Louis C. Norris.

JOHN WUCHERER, President.
SAMUEL WILCOX, Secretary. 41

INSURANCE COMPANIES.

1829—CHARTER PERPETUAL.

Franklin Fire Insurance Co.
OF PHILADELPHIA.

ASSETS ON JANUARY 1, 1866,
$2,506,851·96.

Capital	$400,000·00
Accrued Surplus	944,543·15
Premiums	1,162,308·81

UNSETTLED CLAIMS, $11,467·53. INCOME FOR 1866, $310,000.

LOSSES PAID SINCE 1829 OVER
$5,000,000.

Perpetual and Temporary Policies on Liberal Terms

DIRECTORS.

Charles N. Bancker,
Tobias Wagner,
Samuel Grant,
George W. Richards,
Isaac Lea,

Edward C. Dale,
George Fales,
Alfred Fitler,
Francis W. Lewis, M. D.
Peter McCall.

CHARLES N. BANCKER, President.
EDWARD C. DALE, Vice-President.
JAS. W. McALLISTER, Secretary pro tem. [11]

INSURANCE COMPANY
OF
NORTH AMERICA.

OFFICE, NO. 232 WALNUT ST., PHILADELPHIA
INCORPORATED 1794. CHARTER PERPETUAL.
CAPITAL, $500,000

Assets, January 8, 1867, $1,763,267·33.

INSURES MARINE,
INLAND TRANSPORTATION and FIRE RISKS

DIRECTORS.

Arthur G. Coffin,
Samuel W. Jones,
John A. Brown,
Charles Taylor,
Ambrose White,
Richard D. Wood,
William Welsh,
S Morris Wain,
John Mason,

George L. Harrison,
Francis R. Cope,
Edward H. Trotter,
Edward S. Clarke,
William Cummings,
T. Charlton Henry,
Alfred D. Jessup,
John P. White,
Louis C Madeira

ARTHUR G. COFFIN, President.
CHARLES PLATT, Secretary.
WILLIAM BUEHLER, Harrisburg, Pa., Central Agent for the State of Pennsylvania.

RAILROAD LINES.

ANNAMESSIC ROUTE!
CARRYING THE UNITED STATES MAIL.
THE SHORTEST LINE TO ALL POINTS
SOUTH AND SOUTHWEST.

PASSENGERS FOR

Norfolk,
Weldon,
Raleigh,
Newbern,
Charlotte,
Wilmington,
Columbia,
Charleston,

Kingsville,
Savannah,
Augusta,
Atlanta,
Macon,
West Point,
Montgomery,
Mobile, and

NEW ORLEANS.

TO AVOID DELAY ASK FOR TICKETS
BY THE
NEW AND SHORT ANNAMESSIC ROUTE.

Trains leave Depot of
PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD,
BROAD Street and WASHINGTON Avenue,
DAILY (Saturday excepted) at 11 P. M.,
Arriving in Norfolk at 1 P. M. the following day.
FIVE HOURS SOONER THAN BY ANY OTHER LINE, and making close connections for all points

SOUTH AND SOUTHWEST!

For Tickets and all other information, apply at the Office of the Company, No. 629 CHESNUT Street, or at the Ticket Office of the Philadelphia, Wilmington, and Baltimore Railroad, No. 828 CHESNUT Street.

S. P. WILTBANK,
12tf GENERAL AGENT.

READING RAILROAD.
GREAT TRUNK LINE FROM PHILADELPHIA, TO THE INTERIOR OF PENNSYLVANIA, THE SCHUYLKILL, SUSQUEHANNA, CUMBERLAND AND WYOMING VALLEYS,
THE
NORTH, NORTHWEST AND THE CANADAS.

WINTER ARRANGEMENT OF PASSENGER TRAINS, OCTOBER 8, 1866,

Leaving the Company's depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—

MORNING ACCOMMODATION.

At 7·30 A. M. for Reading and all intermediate Stations.

Returning, leaves Reading at 6·30 P. M. Arrives in Philadelphia at 9·10 P. M.

MORNING EXPRESS.

At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pine Grove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Allentown, Wilkesbarre, Pittston, York, Carlisle Chambersburg, Hagerstown, &c.

This train connects at READING with East Pennsylvania Railroad trains for Allentown, &c., and with the Lebanon Valley train for Harrisburg, &c., at PORT CLINTON with the Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, &c.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, &c.

AFTERNOON EXPRESS

Leaves Philadelphia at 3·30 P. M. for Reading, Pottsville, Harrisburg, &c., connecting with Reading and Columbia Railroad trains for Columbia, &c.

READING ACCOMMODATION

Leaves Reading at 6·30 A. M., stopping at all way stations; arrives in Philadelphia at 9·40 A. M.

Returning, leaves Philadelphia at 4·30 P. M.; arrives in Reading at 7·35 P. M.

Trains for Philadelphia leaves Harrisburg at 8·10 A. M., and Pottsville at 8·45 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 2·10 P. M., and Pottsville at 2·45 P. M. arriving in Philadelphia at 6·45 P. M.

Harrisburg Accommodation leaves Reading at 7·30 A. M., and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·30 P. M., arriving in Philadelphia at 9·10 P. M.

Market train, with a passenger car attached, leaves Philadelphia at 12·45 noon, for Reading and all way stations, leaves Reading at 11·30, and Downingtown at 12·30 P. M., for Philadelphia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leaves Philadelphia for Reading at 8 A. M. Returning from Reading at 4·25 P. M.

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7·30 and 8·15 A. M. and 4·30 P. M. trains from Philadelphia, returning from Downingtown at 7 A. M. and 12·30 noon.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 7 and 9 A. M. and 8 P. M., passing Reading at 1·05 and 11·53 A. M., and 1·48 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express Trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, &c.

Returning, Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg, at 3 and 9·05 A. M., and 9·15 P. M., passing Reading at 4·49 and 10·51 A. M. and 11·30 P. M., and arriving at New York at 10 A. M. and 2·45 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

A Mail train for New York leaves Harrisburg at 2·10 P. M. Mail train for Harrisburg leaves New York at 12 noon.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsville at 7 and 11·30 A. M., and 7·11 P. M., returning from Tamaqua at 7·35 A. M. and 1·40 and 4·15 P. M.

SCHUYLKILL AND SUSQUEHANNA RAILROAD

Trains leave Auburn at 7·50 A. M., for Pinegrove and Harrisburg, and at 1·50 P. M. for Pinegrove and Tremont. Returning from Harrisburg at 3·20 P. M., and from Tremont at 7·35 A. M., and 5·25 P. M.

TICKETS.

Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

The following tickets are obtainable only at the office of S. BRADFORD, Treasurer, No. 227 S. FOURTH Street, Philadelphia, or of G. A. NICOLLS, General Superintendent, Reading.

COMMUTATION TICKETS.

At 25 per cent. discount, between any points desired for families and firms.

MILEAGE TICKETS.

Good for 2000 miles, between all points, at $52·50 each, for families and firms.

SEASON TICKETS.

For three, six, nine or twelve months, for holders only, to all points, at reduced rates.

CLERGYMEN

Residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half price.

EXCURSION TICKETS.

From Philadelphia to principal stations, good for Saturday, Sunday and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Callowhill streets.

FREIGHT,

Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

FREIGHT TRAINS

Leave Philadelphia daily at 5·30 A. M., 12·45 noon, and 6 P. M. for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and all points beyond.

MAILS

Close at the Philadelphia Post Office for all places on the road and its branches, at 5 A. M., and for the principal stations only at 2·15 P. M.

RAILROAD LINES.

PHILADELPHIA, WILMINGTON AND BALTIMORE Railroad.
TIME TABLE.
Commencing Monday, December 24, 1866.

Trains will leave Depot, corner Broad street and Washington avenue, as follows:—

Express Train at 4·15 A. M. (Mondays excepted), for Baltimore and Washington, stopping at Chester, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Way-Mail Train at 8·15 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting with the Delaware Railroad at Wilmington for Crisfield and intermediate stations.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington.

Express Train at 3 P. M. (Sundays excepted, for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton, Northeast, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia Chase's and Stemmer's Run.

Night Express at 11 (daily) P. M. for Baltimore and Washington. Connects at Wilmington with Delaware R. R. Line (Saturdays excepted.) stopping at Middletown, Smyrna, Dover, Harrington, Seaford, Salisbury, Princess Anne, and connecting at Crisfield with boat for Norfolk, Portsmouth and the South.

Passengers by boat from Baltimore for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 12·30, 4, 6 and 11·30 (daily) P. M. The 4 P. M. train connects with the Delaware Railroad for Milford and intermediate stations. The 6 P. M. Train runs to New Castle.

Leave Wilmington 7·15 and 8·30 A. M., 3 and 6·30 (daily) P. M.

FROM BALTIMORE TO PHILADELPHIA.

Leave Baltimore at 7·25 A. M. Way Mail; 9·35 A. M. Express; 1·10 P. M., Express; 6·35 P. M., Express; 8·55 P. M., Express.

From Baltimore to Havre-de-Grace and intermediate stations at 4 P. M.

Trains for Baltimore leave Chester at 4·49 and 9·12 A. M., and 3·38 P. M.

Trains for Baltimore leave Wilmington at 5·23 and 10 A. M., and 4·15 P. M.

SUNDAY TRAINS FROM BALTIMORE.

Leave Baltimore at 8·25 P. M., stopping at Havre-de-Grace, Perryville and Wilmington. Also, stops at Elkton and Newark (to take passengers for Philadelphia, and leave passengers from Washington or Baltimore) and at Chester to leave passengers from Baltimore or Washington.

Through Tickets to all points West, South and Southwest, may be procured at the Ticket Office, No. 828 CHESNUT Street, under the Continental Hotel. Persons purchasing tickets at this Office can have their baggage checked at their residence by Graham's Baggage Express.

H. F. KENNEY, Sup't.

PENNSYLVANIA CENTRAL RAILROAD.—
WINTER ARRANGEMENT.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the cars on the Market Street Passenger Railway. Those of the Chesnut and Walnut Street Railway run within one square of it.

On Sundays the Market street cars leave Front and Market streets 35 minutes before the departure of each train.

Mann's Baggage Express will call for and deliver baggage at the depot. Orders left at the Office, No. 631 Chesnut street, will receive attention.

TRAINS LEAVE DEPOT, VIZ.:—

Mail Train	at 8·00 A. M.
Paoli Accom., Nos 1 and 2, 10·00 A. M. and	11.20 P. M.
Fast Line and Erie Express	at 12·00 M.
Parksburg Train	at 1·00 P. M.
Harrisburg Accommodation	at 2·30 P. M.
Lancaster Accommodation	at 4·00 P. M.
Pittsburg and Erie Mail	at 9·00 P. M.
Philadelphia Express	at 11·00 P. M.

Pittsburg and Erie Mail leaves daily, except Saturday.

Philadelphia Express leaves daily. All other trains daily, except Sunday.

Passengers by Mail Trian go to Williamsport without change of cars, and arrive at Lock Haven at 8·10 P. M.

Passengers by Mail Train go to Carlisle and Chambersburg without change of cars.

Sleeping Car Tickets can be had on application at the Ticket Office, No. 631 Chesnut street.

TRAINS ARRIVE AT DEPOT, VIZ.:—

Cincinnati Express	at 12·50 A. M.
Philadelphia Express	at 7·10 A. M.
Paoli Accom., Nos. 1 and 2......8·20 A. M. and	7·10 P. M.
Parksburg Train	at 9·20 A. M.
Lancaster Train	at 12·40 P. M.
Fast Line	at 1·30 P. M.
Day Express	at 5·50 P. M.
Harrisburg Accommodation	at 9·50 P. M.

Philadelphia Express arrives daily, except Monday. Cincinnati Express arrives daily. All other trains daily, except Sunday.

Passengers leaving Lock Haven at 7 A. M., and Williamsport at 8·40 A. M., reach Philadelphia, without change of cars, from Williamsport, by Day Express, at 5·50 P. M.

The Pennsylvania Railroad Company will not assume any risk for baggage, except for wearing apparel, and limit their responsibility to one hundred dollars in value. All baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

For further information, apply to
JOHN C. ALLEN, Ticket Agent,
No. 631 CHESNUT Street.
SAMUEL H. WALLACE,
Ticket Agent, at the Depot.

An Emigrant Train runs daily, except Sunday. For full particulars as to fare and accommodations, apply to FRANCIS FUNK, No. 137 DOCK Street.

FOR NEW YORK.—CAMDEN AND AMBOY AND Philadelphia and Trenton Railroad Company's Lines, from Philadelphia to New York and Way Places, from WALNUT Street Wharf, will leave as follows viz:—

	Fare.
At 6 A. M., via Camden and Amboy, Accom	$2.25
At 8 A. M., via Camden and Jersey City Express	3·00
At 2 P. M., via Camden and Amboy Express	3·00
At 6 P. M., via Camden and Amboy Accom. and Emigrant, 1st class	2·25
2d do.	1·50

At 10 A. M., 2 and 5 P. M., for Mount Holly, Ewansville, Pemberton, Birmingham and Vincentown, and at 6 A. M. and 6 P. M. for Mount Holly only.

At 6 A. M. and 2 P. M. for Freehold.

At 6 and 10 A. M., 1, 4, 5, 6 and 11·30 P. M. for Fish House, Palmyra, Riverton, Progress, Delanco, Beverly, Edgewater, Burlington, Florence, Bordentown, &c. The 10 A. M. and 4 P. M. lines runs direct through to Trenton.

The 1 P. M. Market line will leave from foot of Market street, upper ferry.

LINES FROM KENSINGTON DEPOT

Will leave as follows:—

At 11 A. M., 4·30, 6·45 P.M. and 12 P. M. (Night) via Kensington and Jersey City Express Lines, Fare $3·00. The 6·45 P. M. line will run daily. All others Sundays excepted.

At 7·30 and 11 A. M., 3, 3·30, 4·30, 5, 6·45 P. M., and 12 Midnight, for Bristol, Trenton, &c., and at 10·15 A. M. for Bristol.

At 7·30 and 10·15 A. M., 3, 4·30, 5 and 12 P. M. for Schencks.

At 10·15 A. M., 3, 5 and 12 P. M. for Eddington.

At 7·30 and 10·15 A. M., 3, 4, 5, 6 and 12 P. M., for Cornwells, Torrisdale, Holmesburg, Tacony, Bridesburg and Frankford, and at 8 P. M. for Holmesburg and intermediate stations.

At 10·15 A. M., 3, 4, 5, 6, 8 and 12 P. M. for Wissinoming.

BELVIDERE DELAWARE RAILROAD,

For the Delaware River Valley, Northern Pennsylvania, and New York State, and the Great Lakes, daily, Sundays excepted, from Kensington Depot as follows:—

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Canandaigua, Elmira, Ithaca, Owego, Rochester Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, &c.

At 7·30 A. M. and 3·30 P. M. for Belvidere, Easton, Lambertville, Flemington, &c.

The 3·30 P. M. Line connects direct with the Train leaving Easton for Mauch Chunk, Allentown, Bethlehem, &c.

At 5 P. M. for Lambertville and intermediate Stations.

WM. H. GATZMER, Agent.

PHILADELPHIA, GERMANTOWN AND NORRISTOWN Railroad.
TIME TABLE.

On and after Thursday, November 1, 1866, until further notice,

FOR GERMANTOWN.

Leave Philadelphia, 6, 7, 8, 9, 10, 11, 12 A. M., 1, 2, 3·15, 3·45, 4, 5, 5·45, 6·10, 7, 8, 9, 10, 11, 12 P. M.

Leave Germantown, 6, 7, 7·30, 8, 8·20, 9, 10, 11, 12 A. M., 1, 2, 3, 4, 4·45, 6, 6·30, 7, 8, 9, 10, 11 P. M.

The 8·20 down train and 3·45 and 5·45 up trains will not stop on the Germantown branch.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2, 7, 10·45 P. M.
Leave Germantown at 8·15 A. M., 1, 6, 9·45 P. M.

CHESNUT HILL RAILROAD.

Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3·45, 5·45, 9 and 11 P. M.

Leave Chesnut Hill at 7·10, 8, 9·40, 1·40 A. M., 1·40, 3·40, 5·40, 6·40, 8·40 and 10·40 P. M.

ON SUNDAYS.

Leave Philadelphia at 9·15 A. M., 2 and 7 P. M.
Leave Chesnut Hill at 7·50 A. M. 12·40, 5·40 and 9·25 P. M.

FOR CONSHOHOCKEN AND NORRISTOWN.

Leave Philadelphia at 6, 8·35, 11·05 A. M., 1·30, 3, 4·30, 5·30, 6·15, 8·05 and 11·30 P. M.

Leave Norristown at 5·40, 7, 7·50, 9, 11 A. M., 1·30, 4·30, 6·15 and 8 P. M.

The 5·30 P. M. train will stop at School Lane, Wissahickon, Manayunk, Spring Mills and Conshohocken only.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2·30 and 6·45 P. M.
Leave Norristown at 7 A. M., 5 and 8·30 P. M.

FOR MANAYUNK.

Leave Philadelphia at 6, 8·35, 11·05 A. M., 1·30, 3, 4·30, 5·30, 6·15, 8·05 and 11·30 P. M.

Leave Manayunk at 6·10, 7·30, 8·20, 9·30, 11·30 A. M. 2, 5, 6·45 and 8·30 P. M.

ON SUNDAYS.

Leave Philadelphia at 9 A. M., 2·30 and 6·45 P. M.
Leave Manayunk at 7·30 A. M., 5·30 and 9 P. M.

W. S. WILSON, General Superintendent,
Depot, NINTH and GREEN Streets.

WEST JERSEY RAILROAD LINES, FROM foot of MARKET Street (Upper Ferry).

LEAVE PHILADELPHIA AS FOLLOWS:—

For Bridgeton, Salem, Millville, and all intermediate stations, at 8 A. M. Mail, 3·30 P. M., Passenger.
For Woodbury, 8 A. M., 3·30 and 6 P. M.
For Cape May, at 3·30 P. M.

RETURNING TRAINS LEAVE

Woodbury at 7·15 and 8·40 A. M., and 4·34 P. M.
Bridgeton at 7·05 A. M. and 3·30 P. M. Freight, 6·30 P. M.
Salem at 6·50 A. M. and 3·05 P. M. Freight, 5·45 P. M.
Millville at 6·55 A. M. and 3·08 P. M. Freight, 6·20 P. M.
Cape May at 11·45 A. M., Passenger and Freight.

Freight will be received at First Covered Wharf above Walnut street, from 9·00 A. M. until 5·00 P. M. That received before 7·00 A. M. will go through the same day

Freight Delivery, No. 228 S. DELAWARE Avenue.
1 1§ WILLIAM J. SEWELL, Superintendent.

FOURTH EDITION

WASHINGTON.

[SPECIAL DESPATCHES TO EVENING TELEGRAPH.]

WASHINGTON, February 19.

Surratt—His Voyage to America—His Condition, and the Prospect of his Trial.

The despatches of Commander Jeffries, of the Swatara, were read by Secretary Welles this morning, stating that he left Villafranca on the 8th of January, and reached Madrid on the 23d of January, which place he left the same day, after coaling. Very rough weather was experienced during the passage, but no damage was sustained by the vessel. Prior to the arrival of the Swatara instructions were issued to Commodore Radford, at the Navy Yard, directing him to have her anchored in the stream, and allow no communication with her.

The Swatara lies in the stream about fifty yards from the wharves of the Navy Yard, and up to noon to-day there had been no communication whatever with her, or to the shore, except that Commander Jeffries reported to Admiral Radford a short time after her arrival, and sent his despatches to the Department.

This morning, a bench warrant was issued by District Supreme Court to Marshal Gooding, instructing him to take Surratt in custody. An iron-clad cell, at the City Jail, designed especially for desperate criminals, has been prepared for his reception, and the Marshal will take charge of him so soon as the Navy Department shall give official notification that it is ready to turn him over to the civil authorities.

The mail for the Swatara was this morning received on board by being handed on with a line. The prisoner Surratt is said to be confined below decks, strongly guarded, and is in excellent health. He says little, and positively denies that he is John Surratt. He wears a suit of sailor's clothing, his Zouave uniform being out of repair. Admiral Goldsborough did not come out on the Swatara, as stated, but remained on the Flagship at Lisbon.

Personal.

Thurlow Weed and A. T. Stewart, of New York, were on the House floor to-day.

The Navy Yard Bargain.

A delegation from Newport, Rhode Island, is here, urging that the Naval School be removed to that point. The New Londoners claim it as a part of the arrangement with the friends of League Island.

F. P. Blair's Mission to Boston.

It is reported about town to-day, that Francis P. Blair has gone to Boston to offer the position of Secretary of State to John A. Andrew. This is stated to be a part of the programme under which the Postmaster-Generalship has been tendered to Horace Greeley.

Post Office Appropriation.

The Post Office Appropriation bill, which contains the following clauses, has been approved by the President:—

For mail steamship service between San Francisco, Japan, and China, $500,000, provided that so much of the act of Congress approved February 17, 1865, authorizing said service, as requires said steamships to touch at Honolulu, in the Sandwich Islands, be and the same is hereby repealed, upon the express condition, however, that the contractors for said steamship service shall enter into a contract, to the satisfaction of the Postmaster-General, agreeing to establish, within five months from the passage of this act, in lieu of the said service released, a branch line of steamship service, carrying the United States mails between the port of Shanghai, in China, making continuous regular trips, connecting with the main line both on outward and homeward voyages, under the direction of the Postmaster-General, which service shall be performed by first-class American sea-going steamships, and without additional charge to the United States for the Overland Mail transportation between the Missouri river and Folsom, and for the main mail transportation between New York and California, $900,000.

Export Duties to Venezuela.

A decree of the Government of Venezuela establishes the following rates of export duties in all parts of the republic for the future, the old duties being abolished:—

Venezuelan currency. Cotton, per quintal, $1·33; starch, do., 80 cents: cocoa, do., $2·50; coffee, do., $1; cobadilla, do., $1; dividive, do., 15 cents; Indian corn, do., 8 cents; quina bark, do., $2; tobacco leaf, do., $2; 7 acahamaca, do., $3; carama, do., $3; medicinal substances not specified; sarsaparilla, per quintal, $6; indigo, per quintal, 6 cents; vanilla beans, per quintal, 50 cents; sarassia, do., 10 cents; cocoanut oil, per eighty bottles, $2·50; hams, per hundred, 25 cents; donkeys, each $4; horses and mares, each $15; mules, each $10; bulls and oxen, each $2·50; deerskins, each 15 cents; tiger skins, each $1·50; skins, not specified, each 5 cents; lignumvitæ, per ton of 2000 pounds, $1; fustic, do., 70 cents; logwood, do., $1; sole leather, per side, 50 cents; straw hats, per dozen, 75 cents; balsam specific, per pound, 6 cents; lumber, building, ad valorem, 10 per cent.; all articles not specified, 10 per cent.

The Committee of Conference.

The Speaker has appointed Messrs. Stevens' Shellabarger and Blaine as a Committee of Conference on the part of the House on the disagreement to the Senate amendment to the Reconstruction bill. The Senate, a few minutes before 1, received notice of the action of the House, and are now debating whether they will appoint a Committee of Conference on their part.

PROCEEDINGS OF CONGRESS.

Senate.

WASHINGTON, February 19.—Petitions and memorials were introduced and referred. Among others, one by Mr. Sumner (Mass.), asking that colored troops in the regular army be officered by colored men. Referred to the Military Committee.

Mr. Sumner also presented the proceedings of the Southern loyalists in favor of the Louisiana bill and against the Sherman bill of the Senate. Ordered to lie on the table.

The Clerk of the House announced the agreement of the House to the report of the Conference Committee on the bill to regulate the tenure of office. It now goes to the President.

Mr. Sumner offered a resolution calling upon the President to inform the Senate if there has been any correspondence between the Department of State and the Minister resident at Portugal with reference to his salary or compensation. Also, to inform the Senate if such Minister has received any compensation for his services since the act of last summer denying such compensation, and if so, out of what fund he has been paid. The resolution was agreed to.

Mr. Conness (Cal.) moved to take up the bill to grant titles to land in the basin of Santa Claus, California.

Mr. Sumner said he should object, if it took any time, as there was a bill of great political urgency pending in the Senate, known as the Louisiana bill, which it was important to pass.

Mr. Conness hoped that Mr. Sumner would not shake the gory locks of the Louisiana bill at everything that came up. His bill would not take much time.

The bill named by Mr. Conness was taken up and passed.

Mr. Morgan (N. Y.) called up the bill amendatory of the act to provide for the safety of the lives of passengers on board of vessels propelled in whole or in part by steam, to regulate the salaries of sailors, of steamboat inspectors, and for other purposes, which was considered and passed.

The bill provides that section 9th of the act referred to be so amended that all vessels navigating the waters of the United States, except vessels subject to a foreign power and engaged in foreign trade, not owned by a citizen of the United States, shall be subject to regulations consistent therewith, established for the government of steam vessels in passing, as provided in the 27th section of the act relating to steam vessels, approved August 30, 1852, and every sea-going steam vessel, subject to the navigation laws of the United States, and to the regulations aforesaid, shall, when under way, except on high seas, be under the control of pilots, licensed by inspectors of steam vessels, vessels of other countries and public vessels of the United States only excepted.

Provided, That nothing herein shall be construed to annul or affect any regulation established by State law requiring vessels entering or leaving a port in said State to take a pilot duly licensed by the laws of such State, or of a State situate upon the waters of the same port.

Mr. Sherman called up the House bill to restore Lieutenant Joseph P. Tyffe to the active list of the navy, which was passed.

The Clerk of the House announced the action of the House on the bill to provide a more efficient government for the insurrectionary States.

Mr. Hendricks (Ind.) called up a bill to restore Lieutenant Commander Breese of the navy to the active list, which was passed, after an expression of disapproval from Mr. Grimes.

Mr. Williams (Oregon) moved that the Senate insist on its amendment to the Reconstruction bill, and agree to the conference called for by the House.

Mr. Conness hoped that would not be done. He thought it was too important a bill to intrust to a conference committee. It should be considered with deliberation. The difference between the two Houses was a fundamental one, upon which a conference committee could give no additional light. Besides this, it was not to be concealed that the fate of the bill in the other House was the result of not the best faith on the part of the professed friends of the measure. He should object to any compromise that could be effected.

The result reached by the Senate on this subject was one of great unanimity on this, the Republican side of the Senate, and was hailed with acclamation by the press and people of the country. He hoped the proposition would be discussed in open session, since the House had arrived at its conclusion. He (Conness) was in favor of laying this bill on the table, and of taking up the Louisiana bill and adapting it to all the Rebel States.

Mr. Stewart asked if it was in order to continue to insist without asking a Conference Committee.

Mr. Sherman, of Ohio, said it was in order to divide the motion of Mr. Williams. The Senate might even go so far as to insist upon its amendment with an amendment.

Mr. Williams did not know upon what authority Mr. Conness has confidence in a Conference Committee. He thought that because the bill was important, there was more need of observing the usual rules of the body. It could do no harm to try. If the report of the Conference Committee was not satisfactory it could be voted down.

Mr. Sumner advocated the proposition for a Conference Committee as the only way of accomplishing the desired results.

Mr. Pomeroy did not think it possible to pass an acceptable bill at this stage of the session with or without a Conference Committee.

Mr. Fessenden said, as he understood it, the bill failed in the House because the Blaine amendment, as redrawn, was thought not to afford sufficient protection to loyal men. This could be remedied in a Conference Committee. He concurred in the belief that the amendment did not go far enough in the matter of safeguards.

He preferred the Military bill as it came from the House. He was unwilling to take the responsibility of insisting on the Senate amendments, as it might lead to the defeat of the bill. If the Conference Committee did not bring in a satisfactory report, the Senate could disagree to it and call for another Committee. He felt that the wisest thing to do would be to see if something could not be arrived at satisfactory to both Houses.

Mr. Howard regretted that Mr. Fessenden had not stated his objection to the Blaine amendment while the bill was under discussion in the Senate. He (Mr. Howard) was unwilling to trust this important subject to a Committee of Conference.

House of Representatives.

Continued from our First Page.

Messrs. Stevens, Shellabarger, and Blaine were appointed as the Committee of Conference on the part of the House.

Mr. Schenck, from the Committee of Conference on the bill to regulate the tenure of office, made a report the same that was acted on yesterday in the Senate, making the provisions of the bill apply to Cabinet officers who cannot be removed from office during the term of the President who appoints them, except with the consent of the Senate. The vote was taken by yeas and nays, agreeing to the report, and it was agreed to, yeas 112, nays 40. A strictly party vote.

PENNSYLVANIA LEGISLATURE.

Senate.

HARRISBURG, February 19.—Petitions were presented by different Senators from various religious societies, churches, and Sunday schools in the interior counties of this State, against running passenger cars in Philadelphia on Sunday.

The following bills were presented:—

By Mr. Bigham, to extend the use of the metric system of weights and measures; also for the better authentication of letters of attorney.

By Mr. Browne, of Lawrence, to incorporate the Quaker City Barge Club.

By Mr. Connell, to repeal the tax on the sales of loans and stocks by auctioneers in Philadelphia and Pittsburg, also releasing the Corporation's stock from taxation for county purposes, when real estate dividends and bonds of the Corporation are already taxed.

Mr. Wallace offered the following:—

Resolved—First, That the Constitution and laws of the United States, made in pursuance thereof, are the supreme laws of the land, and extend over every citizen of the Republic in every portion thereof.

Second. That the privilege of the writ of habeas corpus ought not to be suspended when Courts are open and the civil law in full force.

Third. That no person shall be held to answer for crime unless on a presentment or indictment by a Grand Jury, and not be deprived of life, liberty or property without due process of law.

Fourth. That peace exists; that the right of trial by jury should remain inviolate in every part of the Republic; and the military power should now, in all cases, be in strict subordination to the civil power.

Mr. White moved to refer the above to the Committee on Federal Relations, which was agreed to—the Democrats voting no.

A resolution was introduced to obtain two hundred copies of the Legislative Hand Book, which was opposed by Mr. Ridgway, on the ground that the State should commence a system of economy in printing. He gave it as his opinion, that within ten years the Commonwealth had spent thousands of thousands of dollars in this way.

The resolution was withdrawn.

A message was received from the Governor vetoing an act to incorporate the Sisters of Mercy, of Philadelphia, on the ground that the Courts have the power to grant such charters.

The Senate sustained the veto.

Also, a message from the Governor, vetoing an act to incorporate the Catholic Philopatrian Institute, of Philadelphia, for the same reason. The Senate also sustained this veto.

Mr. Donovan, representing the two institutions above mentioned, voted against sustaining the veto.

On motion of Mr. White, the documents connected with a certain bill regulating the passage of lumber down the Susquehanna, approved in 1866, were ordered to be laid before the Senate.

An act relative to the Agricultural College of Pennsylvania was passed finally.

The Prisoner Surratt.

WASHINGTON, February 19.—The Swatara still lies off the Navy Yard with Surratt on board. No communication from the shore is allowed with the vessel, excepting by parties having authority through the Navy Department. It is understood the Cabinet will consider to-day the question as to the proper plan for the safe keeping of the prisoner, and other subjects in that connection. A cell has already been prepared in the jail for his reception, to which he will probably soon be transferred, under the custody of the U. S. Marshal. The Swatara left Villa Franca with Surratt, and not Lisbon, as was reported, and stopped for a short time at Madeira to procure coal, during her passage home.

Ship News by Atlantic Cable.

LIVERPOOL, February 19—Noon.—The steamship Bavaria, which left Hamburg on the 16th of January for New York, and which was subsequently seen at sea disabled, has arrived safely at Falmouth, England. She experienced heavy weather, whereby her rudder was broken and other damage sustained.

QUEENSTOWN, February 19—Noon.—The steamship City of Paris, from New York on the 9th instant, arrived last evening.

Gold Discoveries.

OTTAWA, C. W., February 19.—The carbonaceous matter extracted from the Richardson mine has yielded from $16 to $30 per ton. The report states that gold has been discovered in several other townships.

Latest Markets by Telegraph.

NEW YORK, February 19.—Stocks lower. Chicago and Rock Island, 96¾; Reading, 104; Canton Company, 56⅝; Erie Railroad, 118¾; Cleveland and Toledo, 81; Cleveland and Pittsburg, 96⅝; Pittsburg and Fort Wayne, 108; Michigan Central, 73; New York Central, 101⅝; Illinois Central, 115⅝; Cumberland preferred, 34; Virginia 6s, 55; Missouri 6s, 92½; Hudson River, 130⅝; United States Five-twenties, 1862, 107¾; do. do., 1864, 108¼; do. do., 1865, 111; Ten-forties, 101¼; Seven-thirties, first issue, 106; all others, 105⅜; Sterling Exchange, 108¾; sight do., 109¼; Gold closed at 136¼.

Philada. Stock Exchange Sales, Feb. 19

Reported by De Haven & Bro., No. 40 S. Third street

BETWEEN BOARDS.

$1000 Read m 6s	90¾	2 sh Phil & E.....2d.	29
$450 Sch N 7 p c b l	84¾	3 sh Phila Nat Bk	153
$2000 do..5 p c	79	12 sh Mech Bk	32¾
$1300 Sch N 6s. '72	79	30 sh Sch Nav Pf	32¾
$3000 City 6s. Old	96¼	200 do.....b30.	32¾
$500 do...Old	96½	50 sh 13th & 15th	20
$100 U S 7-30s...Jy. c	105¾	55 sh Sp & Pine	21
$5000 5-20s.'65.cp	108¾	100 sh Read R.....s5.	51⅞
$2000 Phila & Erie 6s	91	50 do	51¾
$1000 do.....2d.	91		

SECOND BOARD.

$450 U S 7-30s...Au	105⅞	300 sh Ocean Oil...b5.	2⅞
100 sh Cata Pf.....s30.	30		

—Mr. Edward Dicey is about to publish "A Month in Russia during the Marriage of the Czarewitch." The work will be illustrated with photographic portraits, and dedicated to the Prince of Wales.

—Mr. John Hill Burton, author of "The Book-Hunter," has written a "History of Scotland," of which the first four volumes are on the eve of publication. They bring the narrative down to the abdication of Queen Mary.

—Mr. John Stuart Mill delivered on the first of the present month his inaugural address as the rector of St. Andrew's University, but no report of it has yet reached this country.

—The late Henry Thomas Buckle left among his papers a fragment of the reign of Elizabeth, which is published in the February number of *Fraser's Magazine.*

LEGAL INTELLIGENCE.

UNITED STATES DISTRICT COURT—Judge Cadwalader.—This Court began the usual business, John K. Valentine, Esq., acting United States District Attorney.

The United States vs. Peter S. Baer. The defendant in this case was charged with having in his possession and passing a counterfeit United States Treasury note of the denomination of $20, with intent to cheat and defraud the United States. The allegation of the United States was:—That during last November, John T. Foure, an operator in the secret service of the Treasury Department, called upon the defendant, who is a canal lock-tender and grocery keeper in Northampton county, and represented himself as a dealer in counterfeit money. He asked the defendant if he had any "old stuff" to sell, as he had a customer for it. The defendant said he had none to sell, but showed Mr. Foure a counterfeit $20 Treasury note. Foure said he would like to buy the note. Defendant said he could have it for $10 in good money, but afterwards sold it for $5. Several days after this the defendant was arrested, and several other counterfeit notes were found in his possession. On trial. Bull and Palethorp for defendant.

SUPREME COURT—Chief Justice Woodward and Judges Thompson, Read, and Strong.—The following cases were argued:—Harlan vs. Roberts; Phipps vs. Boyd; Conrad vs. Insurance Company; Long vs. Longstreth; Costello vs. Conrad; Gifford vs. McDonald; Wilson vs. Tracy; and Waterman vs. Reading Railroad Company.

DISTRICT COURT—Judge Stroud.—Margaret Nolan vs. Benjamin Mishler. A feigned issue to try the ownership of certain goods. On trial.

DISTRICT COURT—Judge Hare.—William F. Martin vs. John C. Hurst. An action to recover for liquor sold. On trial.

COURT OF COMMON PLEAS—Judges Peirce and Brewster.—This Court is engaged in the calling of the Certiorari List.

COURT OF QUARTER SESSIONS—Judge Ludlow.—Prison cases are still before the Court.

On New Year's day Joshua Bradley, colored, called to see Solomon Sloman, also colored, at his residence down town. He was informed that Mr. Sloman was out, and upon this information he walked in. Going to Mr. Sloman's room, he lit a fine penny cigar, sat down, propped his feet up on the fender, and, waiting for the gentleman's return, tranquilly smoked the time away. At length his patience was well tried by the protracted absence of Mr. Sloman, and looking at his watch, he remembered an engagement he was to keep within five minutes.

He felt for a card to leave behind, but unfortunately had none with him. Necessity is the mother of invention. He remembered and found some other method of letting Mr. Sloman know who had been his visitor. He opened a trunk, and took peaceable possession of a good lot of clothing, which he speedily converted into ready cash at a pawnbroker's in South street. Mr. Sloman, on his return home, by the peculiar odor of the cigar-smoke and the hungry appearance of his trunk, knew in an instant who had been there. He paid a high compliment to Mr. Bradley, by introducing him to an Alderman, who gave him free transportation to Moyamensing, whence he was conveyed to Court, where he submitted to the humiliation of pleading guilty to a charge of larceny.

THE FRANKFORD FIRE CASE.

The matter of two incendiary fires having occurred in one night, last month, in Frankford, and two young men, Frank Reimer and George Alton, connected with the Decatur Fire Company, having been arrested upon suspicion of having been connected with the starting of the fires—or at least one of them—has created considerable excitement in Frankford and elsewhere in the city. They were brought up to Court on a charge of arson, and plead not guilty. The affair was this:—Reimer, the elder one of the two, is an officer of the Decatur Fire Company, and Alton was a candidate for membership. The objection to his admission was his minority. On the night of January 13th, these two young men were drinking freely in the drinking saloons near the engine house.

Shortly before the first fire these two went out of a bar-room, and were away some time. As soon as the fire was discovered, the footsteps of two persons were heard running from the stable that was on fire. Alton had the horn of the carriage at the fire, and Reimer had that of the steamer, and each one took a very conspicuous and active part in putting out the fire. After this the engineer put wood into the furnace of the engine in case of another fire that night, and Reimer and Alton, with others of that Company, were still drinking. About two o'clock in the morning these two young men went to the engine house, and from there were traced to the yard in the rear of the engine house, where the fire was communicated to the mattress factory of Oliver C. Phillips. Also at this fire Reimer and Alton were very active. These facts were the only evidence that could be elicited by a diligent search on the part of Fire Marshal Blackburn; and this the District Attorney said was only a strong case of suspicion, and not one upon which a jury could safely convict. And, finding the evidence of the Commonwealth deficient, he submitted the bill without evidence to the jury, who rendered a verdict of not guilty of arson.

This has caused considerable excitement in Frankford—these two being the first incendiary fires that have occurred in that community for a long time. The suspicion that rested upon these men was—Alton was extremely anxious to join the fire company, and his only difficulty was his youth; and Reimer, a member, wished very much to have Alton elected a member. Being influenced by liquor on that night, they might have caused these fires, in order that Alton might have an opportunity of showing that, though he was young he would make an excellent fireman; and the part he took on each occasion went to strengthen this suspicion.

His Honor Judge Ludlow, in order to secure the community from any dangerous pranks from these men, ordered each of them to enter security in $2000 to keep the peace and be of good behavior for one year.

AMUSEMENTS.

ENGLISH OPERA.—The repetition of Balfe's popular opera, "The Bohemian Girl," attracted another large and brilliant audience to the Academy last night, and the performance passed off with the greatest possible *eclat* and success. Miss Richings, Mr. Castle, Mr. Campbell, and Mr. Seguin performed their respective *roles* in a way to elicit the warmest demonstrations of applause, and the *encores* were numerous and judiciously bestowed. The opera was extremely well put upon the stage, and, altogether, its rendition was one of the best and most commendable of the present season.

The attraction for this evening is Bellini's beautiful opera of "Sonnambula," very strongly cast, and that for to-morrow—for the benefit of Mrs. E. Seguin—is the ever-popular "Linda." No more deserving artist is connected with the Richings troupe than Mrs. Seguin, and we trust the many admirers her fine voice and finished vocalization have made for her in Philadelphia will be present in full force at the Academy on Wednesday evening.

CHESNUT STREET THEATRE.—Miss Helen Western was greeted with an immense audience last night, made up mostly of the sterner sex. The "Sculpturesque" was in her glory as "Cynthia," and we must confess that her new dresses were most magnificent, rich and costly, notwithstanding the fact that there was scarcely enough of the apparel to suit the taste of some people. We observed no improvement in the histrionic efforts of Miss Western. She is more majestic, or rather more massive, in proportions, than ever before, and has furnished herself with a wardrobe that can scarcely be excelled in this country.

Mr. J. A. Herne, as "Ismael, the Wolf," did not make a "star-like" impression.

Miss Josie Orton played "Starlight Bess" with her usual grace and vivacity.

Mr. Lennox, as "The Kinchen," and Mr. Jennings, as "Cheap John," were as funny as could be desired. The rest of the characters were assigned to the humble histrions of the Company, who deserve no special praise.

This evening Miss Helen Western appears in seven characters in *Satan in Paris* and *Don Cæsar de Bazan*—an announcement which is sufficient to crowd the theatre.

WALNUT STREET THEATRE.—This evening Sheridan Knowles' very popular and beautiful play of *The Hunchback* will be presented, with a good cast. Mrs. D. P. Bowers will assume her pleasing *role* of "Julia," supported by Mr. J. C. McCollom as "Sir Thomas Clifford," and Mr. J. B. Roberts as "Master Walter." The "Modus" and "Helen" have been assigned to Mr. C. Walcott, Jr., and Miss Effie Germon.

There will be some curiosity to see Mr. Roberts' rendition of the *role* of "Master Walter"—a part we have never known him to attempt before.

To-morrow night *Lady Audley's Secret*, for the last time.

ARCH STREET THEATRE.—Mr. G. L. Fox was greeted with a very full house last night, and as the performance gave perfect satisfaction, the programme will be repeated this evening. First, Mr. Fox gives us "Philip Garbois," an old French soldier, aged 102 years; next, his inimitable "Clown" in *Jack and Gill*; and lastly, the "Tailor of Tamworth" in *State Secrets*.

On Friday night Mr. Fox takes his farewell benefit, when Miss Fanny Herring will make her first appearance in this city. She is a great favorite in New York.

AMERICAN THEATRE.—The Variety Company appear in a fresh programme again this evening.

CARNCROSS & DIXEY present their new burlesques of *La Coterie Ball* and the *Siamese Twins*, with other pleasant things to-night.

ON EXHIBITION.—Mr. Veron Fletcher's new "Venus," just risen from the seas is now on exhibition at No. 1306 Chesnut street. It is well worth a visit.

DRY GOODS.

PRICE & WOOD,

N. W. Corner EIGHTH and FILBERT.

Have just opened from New York auction sales, and other sources, several lots of GOODS BELOW GOLD PRICES.

50 dozen Linen Huckaback Towels, 12½c.

Large size Huckaback Towels, 25, 35, and 45c.

Large size Satin Damask Towels, 55c.

100 dozen Linen Doylies, at $1, $1·25, $1·37½, $1·50, and $1·75 per dozen.

A large assortment of Linen Napkins, $2·45 up to $6 per dozen.

Linen Bird-Eye for Children's Aprons, 40, 50, 62½, 75, and 87½c.; very cheap.

Scotch Diaper by the piece, very cheap.

Linen Huckaback Towelling, 31, 35, and 40c.; very fine quality.

8-4 Power-Loom Table Linens, 65c. per yard.

7-4 Bleached Table Linens, 90c. per yard.

8-4 do. do. do. $1·12 per yard.

8-4 Table Linens, a job lot, very heavy, $1·25 per yard.

Linen Table Cloths, 2½ yards long, $2·50.

A large assortment Shirting Linens.

Heavy Housewife Linens.

WHITE GOODS—WHITE GOODS.

Just opened, 150 pieces Soft-finish Cambrics, from 25c. up to 50c. per yard, the balance of an importer's stock, which was bought at gold prices.

Several lots of White Brilliants, 20, 25, 28, 31, 37½ and 50 cents.

Do. do. Nainsook Muslins, 25, 28, 31, 37½, and 50 cents—very cheap.

150 pieces Nainsook Plaid Muslins, handsome large Plaids, very cheap.

White Marseilles and Piques, 37½, 50c., up to $1 a yard.

Several lots of Victoria Lawns, very cheap.

Several lots of Ladies' Linen Hdkfs to sell, 12½, 15, 18, 20, 25, and 28c.

Gents' Hdkfs, 25, 28, 31, 37½, 45, and 50c.

Several lots of Gents' Colored Border Hdkfs, very cheap.

Ladies' Hemstitch Hdkfs.

Ladies' Tucked Hdkfs, 37½, 44, 50, and 56c.

Lace Border Hdkfs., 31 cts.

A large assortment of Hamburg Edgings, Insertings, and Flouncings, a cheap lot of Dimity Bands, Etc., Etc.

MUSLINS! MUSLINS!

All the leading makes of Muslins at the very lowest prices.

Williamsville, Wamsutta, New York Mills, Amoskeag A, Whitinsville, Whitney, and Trenton Pillowcase and Sheeting Muslins.

American Calicoes and Ginghams.

PRICE & WOOD.
Northwest cor. EIGHTH and FILBERT.

N. B.—Just opened, 50 pieces French Lawns, 20 cents, slightly soiled, worth 37½. 10 22§

LINENS AND WHITE GOODS,
FOR LADIES' WEAR
AT IMPORTERS PRICES.

Some special lots containing 5000 yards of celebrated makes of FRENCH AND IRISH LINENS, light, medium, and heavy.

LINEN LAWNS, Bird-eye Diapers, 5-8, 3-4, 7-8, 4-4.
FRENCH LINEN LAWNS, for Surplices.
LINEN CAMBRICS and SHEAR LINEN LAWNS

NEW WHITE GOODS,
Both Plain and Check,
OF ENGLISH, FRENCH AND SWISS MAKERS.

CAMBRICS, JACONETS, NAINSOOKS,
SWISS BOOK AND MULL MUSLINS,
CAMBRIC DIMITIES, HAIR CORD MUSLINS,
INDIA TWILL, striped and plain,
SOFT FINISH CAMBRIC, all widths.
ORGANDIES AND TARLETANS, for Evening Dresses.
VICTORIA AND BISHOPS LAWN,
PERCALES, MADAPOLAMES, COTTELLES,
FRENCH DIMITY, CAMBRIC LONG CLOTH,
FIGURED PIQUET AND CORDED PIQUET.

Goods on hand from previous purchases are marked down to correspondingly low prices.

ALSO, A SPECIAL LOT OF
1000 Nottingham Lace Curtains and Fringed Lace Tidies, at very reduced prices.

SHEPPARD, VAN HARLINGEN & ARRISON,
IMPORTERS OF
HOUSE-FURNISHING DRY GOODS
9 14 6mrp] NO. 1008 CHESNUT STREET.

229 FARIES & WARNER, 229
No. 229 North NINTH Street,
Above Race,

Have just received—

1300 yards Plaid Poil de Chevre, Spring colors, at 25c. per yard; cost 40 to import.

Select styles Spring Delaines.

Large assortment New-Style Calicoes.

Lancaster Ginghams, 25c.

Linen Shirt Fronts, our own make, 37½, 45, 50, 56, 62½, 65, and 75c.; large assortment, all size plaits.

Three-ply Linen Cuffs, 13c.

Boys' Colored Bordered Linen Hdkfs., 12½c.

Huckaback Linen Towels, 18¾, 20, 25, 31, and 35c.

Bleached, Unbleached, and Loom Table Linens.

Nursery Diaper by the piece, all prices.

Ladies' and Gents' Linen Hdkfs., cheap.

Gents' large size Silk Hdkfs., bargain.

New Spring Balmorals, $1·25.

Balmorals, $1·75; over 60 dozen sold.

FLANNELS! FLANNELS!

One bale Cotton and Wool Shaker Flannel, 25c.

One bale ⅞ Domet Flannel, 31c.

One bale 4-4 Domet Flannel, 37½c.

All-wool Flannels, from 31c. to $1.

Best styles, best quality Shirting Flannels;

Canton Flannels at reduced prices.

MUSLINS! MUSLINS!

Bleached Muslins at lowest market prices,

Williamsville, Wamsutta, Semper Idem.

Forestdale, Amoskeag, etc. etc.

Bleached Muslin at 12½c.

Unbleached Muslins, all widths, all prices.

Pillow Case and Sheeting Muslins.

Pillow Case Muslin, 25c.; best in the city.

BARGAINS FROM AUCTION EVERY DAY.

FARIES & WARNER,
29§] No. 229 North NINTH Street.

No. 1024 CHESNUT Street.

E. M. NEEDLES
WILL OFFER HIS STOCK
OF
WHITE GOODS,
LACES,
HDKFS.,
VEILS,
EMBROIDERIES, ETC.,
UNTIL MARCH 1,
At a great sacrifice, to insure its being closed out prior to removal to
N. W. Corner ELEVENTH and CHESNUT.

No. 1024 CHESNUT Street.

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E. M. NEEDLES,
No. 1024 CHESNUT St.,
Is Selling his Entire Stock, Comprising Every Variety of
WHITE GOODS,
LACES,
EMBROIDERIES,
HANDKERCHIEFS,
VEILS, ETC. ETC.
At and below cost of importation, prior to removal to
GIRARD ROW, [2 6 12t
N. W. Corner ELEVENTH and CHESNUT Sts.

DRY GOODS.

MARKET
&
NINTH.
COOPER & CONARD.

BLACK GOODS COUNTER.

Black Alpacas, 40, 45, 50, and 62 cents.
Black Mohairs, 75, 87 cents, $1·00.
Black Wool Delaines, 50, 56, 62 cents.
Black Wool Delaines, double width, 87c. up.
Black Tamisse, a bargain, at $1·25.
Black Canton Cloth, Poplins, Merinoes.
Black Silks, some auction bargains.
Grey Poplins, 38 cents, worth 62 cents.

PRINT COUNTER.

Over 200 styles New Prints, 18 to 22 cents.
Best Goods kept only, colors warranted.
New Plain Percales, Blues, Buffs, Pinks.
Balmoral Skirting, black and white striped.
New Delaines. All-wool Delaines.

LINEN COUNTER.

Table Damasks, good bargains, $1, $1·25, $1·35.
Power-loom Damasks, every width, best quality.
$2·50 Napkins, recent price was $3·00.
Extra fine Napkins, Doylies, Damasks, etc.
20, 25, 28 cent Towels, under price.
Diapers, $2·25, $2·50, $3·00, up.
Shirting and Bosom Linens, piece or yard.

NOTION COUNTER.

Hemstitched Handkerchiefs, 25 cents.
Hemmed, Tucked, and Mourning Hdkfs.
Linen Cambric Hdkfs., 15, 18, 25, 28 cents.
Silk Hdkfs., fresh stock, cheap.
White Goods, stock complete.
Silk Dusters, 25 cents.

QUILTS.

Lancaster, Honeycomb, and Alhambra, $3·00.
Marseilles Quilts, complete stock [1 2 stuth4p

MILLIKEN'S
LINEN STORE.
828 ARCH STREET.

I have just made out a reduced price list for all my LINENS, which cannot fail to give satisfaction to the most careful buyer.

To those about purchasing LINEN GOODS, we would say that our stock was never larger and more varied, consisting of the following, viz.:—

LINEN DAMASKS, ALL WIDTHS,
TABLE CLOTHS, ALL SIZES,
FINE NAPKINS AND DOYLIES,
IRISH LINEN SHEETINGS, ALL WIDTHS
FRENCH LINEN SHEETINGS, ALL WIDTHS,
LINEN PILLOW CASINGS,
HEAVY SHIRTING LINENS,
FINE BOSOM LINENS,
SHIRT BOSOMS, READY-MADE,
SHIRT BOSOMS FOR EVENING WEAR,
CRUMB CLOTHS, 2 1-2, 3, 4 YARDS WIDE
FINE TOWELS,
TOWELLING BY THE YARD,
LADIES' AND GENTS' HANDKERCHIEFS
LINEN LAWNS AND BIRD-EYE,
ETC, ETC. ETC.

MARKED DOWN.

200 PIECES
Power-Loom Table Linen,
SELLING OFF AT A HEAVY REDUCTION
PRICES FROM 75 CENTS PER YARD.

GEORGE MILLIKEN'S
FAMILY LINEN STORE,
9 14 thstu6mrp] No. 828 ARCH STREET.

628 HOOP SKIRTS. 628
LATEST STYLE, JUST OUT

LE PETIT TRAIL, for the Promenade, 2½ yards round. THE CHAMPION TRAIL, for the Drawing-room 3 yards round.

These Skirts are in every way the most desirable that we have heretofore offered to the public; also, complete lines of Ladies', Misses', and Children's Plain and Trail Hoop Skirts from 2¼ to 4 yards in circumference of every length, all of "our own make," wholesale and retail, and warranted to give satisfaction.

Constantly on hand low-priced New York made Skirts, Plain and Trail, 20 springs, 90 cents; 25 springs, $1; 30 springs, $1·10; and 40 springs $1·25.

Skirts made to order, altered, and repaired.

Call or send for Circular of style, sizes, and prices.

Manufactory and Salesrooms,
No 628 ARCH street,
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GEO. A. COOKE'S
COAL EMPORIUM
1314 WASHINGTON AV.

THE GENUINE EAGLE VEIN, THE CELEBRATED PRESTON, and the pure hard GREENWOOD COAL, Egg and Stove, sent to all parts of the city at $6·50 per ton; superior LEHIGH at $6·75.

Each of the above articles are warranted to give perfect satisfaction in every respect. Orders received at No. 114 South THIRD Street; Emporium, No. 1314 WASHINGTON Avenue. 4 4§

AUCTION SALES.

JOHN B. MYERS & CO., AUCTIONEERS, Nos. 232 and 234 MARKET Street.

LARGE POSITIVE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.

We will hold a large sale of foreign and domestic dry goods, by catalogue, on four months' credit and part for cash,

On Thursday Morning,

February 21, at 10 o'clock, embracing about 900 packages and lots of staple and fancy articles in woollens, worsteds, linens, silks, and cottons.

N. B.—Catalogues ready and goods arranged for exhibition early on morning of sale. 2 18 3t

LARGE POSITIVE SALE OF CARPETINGS, ETC.

On Friday Morning,

February 22, at 11 o'clock, will be sold, by catalogue, on four months' credit, about 200 pieces of superfine and fine ingrain, royal damask, Venetian, list, Dutch hemp, cottage, and rag carpetings, embracing a choice assortment of superior goods, which may be examined early on the morning of sale. 2 18 4t

LARGE PEREMPTORY SALE OF FRENCH AND OTHER EUROPEAN DRY GOODS, ETC.,

On Monday Morning,

February 25, at 10 o'clock, will be sold, by catalogue, on four months' credit, about 700 lots of French, India, German, and British dry goods, embracing a full assortment of fancy and staple articles in silks, worsteds, woollens, linens, and cottons.

N. B.—Goods arranged for examination, and catalogues ready early on morning of sale. [2 19 5t

B. SCOTT, JR., AUCTIONEER, No. 1020 CHESNUT Street.

CARD.—We shall make a sale of JAMES DIXON & SON'S SHEFIELD PLATED-WARE about the first week in March. The character of this manufacture of plate goods needs no further comment from us. 2 13 6t

SPECIAL SALE OF FRENCH CHINA, BOHEMIAN WARE, BRONZES, BARDIGLIO AND AMARMO VASES, ETC.

On Wednesday Morning,

20th instant, at 10 o'clock, at Scott's Gallery, No. 1020 Chesnut street, will be sold a full and general assortment of French China, Bohemian Ware, etc., comprising complete decorated and gold-band dinner, dessert, and tea sets, tete-a-tete sets, tea and coffee pots, cups and saucers, plates, etc.

Also, decorated French china toilette sets, spittoons, moustache cups.

Also, Bohemian glass wine sets, decanters, cologne bottles, ruby wines, etc.

TRIPLE SILVER-PLATED WARE.

Also, a full and general assortment of extra quality Silver-plated Ware, manufactured expressly for city sales.

Open for examination on Tuesday. [2 18 2t

SALE OF MODERN PAINTINGS OF THE HIGHEST CLASS.

B. SCOTT, Jr., is instructed by Mr. J. R. BEAUMONT, of New York, to sell by auction, on the Evening of TUESDAY, March 5, and WEDNESDAY, March 6, a Collection of Modern Paintings of the highest class. It consists almost exclusively of works painted expressly to his order by living celebrities, with whom he has been for many years in correspondence. Among the Artists represented are:—

Gilbert Stuart,
Thomas Cole,
Andreas Achenbach,
E. Verboeckhoven,
A. Guillemin,
Eugene de Block,
J. Patrois,
David Deboter,
Theodore Frere,
Count de Bylandt,
C. dell Acqua,
Gus de Jonghe,
J. E. Meyerheim,
J. W. Preyer,
M'me Ronner,
A. Van Hamme,
Laurent de Beul,
Sonderland,
De Vogel,
Reffiaen,
Van Wyngerdt,
H. L. Rolfe,
W. Bromley,
J. B. Dell,
Vertin,
De Vaux,
Stevens,
Von Raven,
Brandenburg,
Kuwasseg,
Lamont de Metz,
Kluyvers,
Le Ray,
Leickert,
Paul Weber,
Andre Plumot,
Stroebel,
Rossiter,
W. Weir,
W. Shayer, Sr.,
G. Shalders,
E. C. Barnes,
C. Verlat,
Baron,
Coutourier,
Louis Lasalle,
Paul Soyer,
Hein Burgers,
M'me Pages,
Rosiers,
Carabain,
Eversen,
B. C. Koekkoek,
Musin,
Von Sebin,
Ebel,
Verschur,
Dillens,
Seignac,
Kruseman,
Auffray,
Professor Grund,
Zimmerman,
De Vigne,
De Vos,
De Leub,
Clara Van Wille,
L. Robbe, etc. etc.

The Paintings will be on view, with catalogues, in the eastern galleries of the Pennsylvania Academy of Fine Arts, on FRIDAY, February 22, and continue until nights of sale. 2 19 14t

BY SAMUEL C. FORD & SONS, AUCTIONEERS, No. 127 S. FOURTH Street.

CARD.—In addition to our Private Sales of Real Estate, at our Office, we shall hold REGULAR AUCTION SALES of Real Estate, Stock, and Loans, at the Merchants' Exchange EVERY FRIDAY. Properties will be advertised in all the daily newspapers, and by separate handbills.

Pamphlet catalogues, containing descriptions of properties at public and private sale, will be issued every Wednesday.

Our First Spring Sale will be held on FRIDAY, March 15, at 12 o'clock noon. 2 18

PANCOAST & WARNOCK, AUCTIONEERS, No. 240 MARKET STREET.

LARGE POSITIVE SALE 750 LOTS AMERICAN AND IMPORTED DRY GOODS, LINEN AND HOSIERY GOODS, ETC. ETC.

By Catalogue, on a credit, on Wednesday, February 20, commencing at 10 o'clock, comprising a large and general assortment of new and seasonable goods for spring sales. [2 18 2t

FURNITURE, BEDDING, ETC.

THE FURNITURE
AT
GOULD & CO.'S
FURNITURE DEPOTS,
N. E. CORNER NINTH AND MARKET STREETS,
AND
Nos. 37 and 39 North SECOND Street,
Is the Largest, Cheapest, and Best Stock in the World!

Fashion, style, durability, finish, and cheapness, all combined in their immense variety of CITY-MADE FURNITURE.

Before purchasing call and examine, or send for a printed catalogue. 2 10 5p

TO HOUSEKEEPERS.

I have a large stock of every variety of
FURNITURE,
Which I will sell at reduced prices, consisting of—
PLAIN AND MARBLE TOP COTTAGE SUITS.
WALNUT CHAMBER SUITS.
PARLOR SUITS IN VELVET PLUSH.
PARLOR SUITS IN HAIR CLOTH.
PARLOR SUITS IN REPS.
Sideboards, Extension Tables, Wardrobes, Bookcases, Mattresses, Lounges, etc. etc.

P. P. GUSTINE,
8 1§ N. E. corner SECOND and RACE Streets.

ESTABLISHED 1795.

A. S. ROBINSON,
French Plate Looking-Glasses,
ENGRAVINGS, PAINTINGS, DRAWINGS, ETC.,
Manufacturer of all kinds of
LOOKING-GLASS, PORTRAIT, AND PICTURE FRAMES TO ORDER.
No. 910 CHESNUT STREET,
THIRD DOOR ABOVE THE CONTINENTAL,
PHILADELPHIA. 3 15§

HOUSE-FURNISHING GOODS.

EXCELLENT OPPORTUNITY TO SECURE BARGAINS.

To close the estate of the late
JOHN A. MURPHEY,
Importer and Dealer in
HOUSE-FURNISHING GOODS,
No. 922 CHESNUT STREET,
Between Ninth and Tenth, South Side, Phila.

His Administrators now offer the whole stock at prices below the ordinary rates charged. This stock embraces every thing wanted in a well-ordered household:—Plain Tin Ware, Brushes, Wooden Ware, Baskets, Plated Ware, Cutlery, Iron Ware, Japanned Ware, and Cooking Utensils of every description.

A great variety of SHAKER GOODS, BIRD-CAGES, etc. etc., can be obtained on the most reasonable terms.

GENUINE ARCTIC REFRIGERATORS and WATER COOLERS.

A fine assortment of PAPIER MACHE GOODS.

This is the largest retail establishment in this line in Philadelphia, and citizens and strangers will find it to their advantage to examine our stock before purchasing.

Note.—Our friends in the country may order by mail, and prompt attention will be given [11 1 thstu